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SEAFARING

**THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.**

A Weekly Newspaper for Seafaring Folk and their Friends.

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ONE PENNY.

IN THE DOG WATCH.

The third annual meeting of the Sailors' and Firemen's Union, which opens in London next Monday, and will extend over the whole week, promises to be as successful as the last two gatherings of the kind, which is saying much. Delegates will be present from all parts of the three kingdoms—not forgetting the gallant Principality—as well as from some of the Continental ports, and at the annual dinner at least two Ministers of Cabinet rank are expected, in addition to other big-wigs of various magnitude.

Excellent progress is being made by the Seamen's Union. There have been 133 members enrolled during last week. This is not bad business, and does not confirm statements previously made by shipowners that the Union is losing ground, nor does it show that men are losing faith in the Union. This means over six thousand new members per annum, and it is questionable whether there is any Trades Union in the world enrolling more members than that per year.

The great success of the Naval Exhibition in London, which has already had over two million visitors, has apparently incited Liverpool to attempt something in the same direction, as it is reported that—

At a special meeting of the Library, Museum, and Arts Committee of the Liverpool Corporation, Alderman Sir William Forwood in the chair, it was decided to hold a naval and nautical exhibition in the Walker Art Gallery, Liverpool, next spring. The exhibits are to comprise pictures, models, relics, &c. The committee are in treaty for the loan of the most interesting exhibits from the Naval Exhibition at Chelsea.

According to another newspaper an attempt has been made to have the Naval Exhibition re-opened in London next year, and—

Its re-opening of course depended entirely upon the decision of the Admiralty, and they have now intimated that they cannot see their way to promise the presence at the Exhibition next year of a single blue jacket, nor to renew the loan of war material. This decision accordingly vetoes the proposal to continue the show next year.

This might have been expected. But the proposal to have a permanent National Maritime Institution in London, retaining some of the most instructive and useful features of the Naval Exhibition, is not affected by this decision.

It may be recollected that we recently noticed the absurd proposal made in one of

the London evening papers that women should be sailors. The matter seems to have attracted no little attention in Australia, where it appears that a keen controversy has been raging on the subject in the press. One paper has an article by an ordinary seaman about it, giving a most amusing picture of a woman's experiences as a sailor, or perhaps we should say sailoress, and ladies acting as officers with false hair blown off in a gale of wind. Our space, unfortunately, does not at present admit of giving the article referred to.

The secretary of the Plymouth Branch of the Seamen's Union writes: "Wilson's Band" hits the nail on the head. A sailor's fare at sea is—well, I was going to say a cuss word, but refrain—shockingly bad. I have seen men on the return from a lengthy voyage, gaunt, haggard, ravenously hungry, and almost lifeless, by reason of the inefficient and improper food. A friend of mine who has just returned from the southward, says that for days he was without food other than biscuit, simply because, although at the point of starvation, he was unable to eat the putrid mass called by the captain "salt beef." But my reason in writing you is to mention a case that came under my notice lately at Falmouth. Some three or four barrels of salt meat had been salvaged from a wreck, and were offered for sale by public auction. The stuff had been in store for years, and in addition had been washed about by heavy seas, and to all appearance soaked by the filthy water that stagnate in the hulls of vessels. Notwithstanding this it was bought as fit food for our sailors. Those of your readers who have not seen the pestilent black semi-solid fluid the hull of a wrecked vessel contains can have no conception of the horrid nature of the "water" this meat soaked in. Bilge water intensified a hundred-fold would give a faint notion of it. Then, again, it is a common practice for certain shipowners to buy up condemned navy stores and use it as fit food on board their vessels. The food of the landmen is inspected by a legion of inspectors, but anything will do for those who "go down to the sea in ships."

The case of the Widow and the Shipping Federation, which the shipowners wanted to make out that we had invented, having been proved up to the hilt—another letter on the subject appears on page 4—one of their papers has got a cock-and-bull story about a distressed seaman who is alleged to have been made to pay up his dues to the Union before he could go to sea. As particulars are omitted we have no means of testing this story. But one thing has to be said on it, namely, that it is only the

distressed seaman alleged to complain of having to pay his Union money that the shipowners have compassion for, otherwise they would do something practical for the numerous distressed seamen who may be found.

"Never prophesy unless you know," is a good axiom, and so is "Never criticise unless you understand." Had a certain writer, who has been discussing the report of the Seamen's Union, acted upon the latter piece of advice he would not, referring to the annual report of the Seamen's Union, have written: Some of the items in detail appear large, such as the "expenses and train fares of the Executive Council for attending meetings of the Executive—£470."

Everyone connected with the Union knows that the Executive of the Union consists of from 16 to 20 members, who meet for a week or more at least four times a year in London, and who represent all the ports of England, Ireland, Scotland, and Wales, not to mention some Continental ports; consequently, some of them travel long distances. The sum of £470 divided by 4 gives the cost of each meeting as £117 10s. This, divided by 18, gives the cost per man per meeting as £6 10s. 6d. As the meetings last at least six days, and, in most cases, one day is spent in travelling to London, and another day in travelling from it, at least eight days' expenses have to be deducted from the £6 10s. 6d. The sum allowed per day is 10s. 6d., therefore £4 4s. has to be deducted from the £6 10s. 6d., leaving £2 6s. 6d. per man for fares, and when it is remembered that most have to come from other ports to London, and many from long distances, £2 6s. 6d. for fares cannot be considered excessive. Neither is it by the people who pay the money. It is the people outside the Union, who do not find the money and who do not understand the working of the Union, that criticise it in the way we have noticed. Instead of such critics showing that something is wrong, they simply show that they are themselves wrong in discussing matters which they do not understand.

The mistake is the more deplorable in this case, and we regret the more that we are compelled to notice it inasmuch as it is made by a writer who has frequently commended the Seamen's Union, and done good service in other ways to the cause of the people.

It is a sign of the near approach of the General Election that the Liberal party,

not to be outdone by the Tories, exhibit a touching interest in Labour, and want it to be understood that they are on the side of Labour. As some of the worst sweaters and tyrants are to be found amongst so-called Liberal M.P.'s, we all know the value of such assurances. Just as the Liberals want to use the Labour vote not to help Labour but to help the Liberals, so Labour should use the Liberals to help Labour. When a Labour candidate has a chance he should be run. When he has no chance, vote for the man, whether he call himself Liberal, Tory, or Unionist, who can give the best security that he will help Labour, remembering that there is little, if any, real difference between Liberal, Tory, or Unionist, so far as Labour is concerned. In order to divide the people of the country into one or more parties, so that the masses shall not be unanimous in demanding justice, sweaters who own land, and sweaters who employ labour, engage in a compact to call themselves separate political parties, with distinct names and professed objects. But the real objects of both are the same, namely, self, and Labour should not be gulled by either.

SEAMEN'S UNION NOTES.

By CAULD LAD O' HYLTON.

I am glad to note that Mr. Gant is doing good work at Maryport, Whitehaven, and Workington. I have had an opportunity of looking at his money returns, and I find he is able to keep a balance in hand, and is doing grand work.

South Shields Branch, under the energetic management of David Clements, is also making grand headway. £48 18s. 6d. for contributions is not bad for one week, in addition to £5 entrance fees, and £3 10s. 9d. sick fund, and about £20 non-local moneys, collected on behalf of other Branches. This is the kind of work that creates substantial banking accounts.

Old John Farquharson seems to be pegging away at Portsmouth, and if anyone will make Portsmouth a success, that man is John Farquharson.

I am pleased to see Mr. Wildgoose is stirring things up a bit at Whitstable. He has made arrangements to have a series of lectures and meetings, and it is to be hoped that before long there will be no better Union men than the men of Whitstable.

It is pleasing to note Newcastle Branch is also doing well under the management of Mr. Dunn. He is not an orator, neither is he "Will-o'-the-wisp," but for good, sound work, Dunn is the man.

Glasgow Branch is once more going ahead. The contributions this week, I see, are £56 4s. That looks as though the good times had once more come round to the Glasgow Branch, and it is to be hoped, under the management of Mr. McBride, it will continue to prosper.

Cork Branch is now doing good work, and if they continue as they are at the present time they will soon have a good banking account to their credit.

Great Yarmouth Branch, too, I see, is now improving, and good work is being done there under the management of Mr. Swanbrow.

I am glad to see that Tom Connorty, of Bootle, is still convincing the men of Bootle that it is to their interest to pay up contributions and induce others to join. Scarcely a week passes without Mr. Connorty adding new members to his list.

How funny it was to see a person at the Trades Union Congress distributing literature on behalf, it is supposed, of the shipowners, in the shape of an address of welcome given by him to the delegates, as if he were mayor! The object of his mission was no doubt—if instructed by shipowners—to try and knock Mr. Wilson, the general secretary of our Union, off the Parliamentary Committee; but how disappointed he and the gang of Leadenhall-street would feel when they found Mr. Wilson secured fifty more votes this year than he got last. This does not show that our general secretary is repudiated by Trades Unions or their members.

There will be some funny stories shortly. An official of it has been saying in Liverpool he intends taking action for alleged libel against the general secretary of the so-called International Seamen's, Cooks', and Stewards' Union. There may be some funny things told in court should the case come on. Things are getting a bit lively, now, amongst that gang. I believe the prospective plaintiff is the best of the lot. He never did advocate what I consider Union principles, and he never was a disappointed officer of the National Union. It is true, it is stated, he was an office-seeker, but then his belief was that he could manage things much better than those who had command, and, of course, a proof of his ability in that direction is to be found in the management of the so-called Union, of which he is a headpiece.

I have not had much to say about the Shipping Federation the last two or three weeks. I have, however, been watching their movements all the same, and I see they are at their old business again of reducing wages, whilst at the same time Mr. Laws, and the gang in Leadenhall-street, are repudiating through the press that it is the Shipping Federation who is doing this. This time it is the dockers' wages they are pulling down at the Carron and Hermitage Wharves in London, and, of course, the usual complement of scabs and blacklegs have been procured from what is called the free labour office established by the Shipping Federation.

The Federation have in their employ persons who would sell their father for a pot of four ale, and whenever a strike arises persons who have never done a day's work in their lives, are sent round to procure as many more loafers as they can get, at a high rate of wages and plenty of ale, to take the places of men on strike. Not that these loafers intend to remain at the work. Far from it; but so soon as they have served the ends of the employers in breaking the backs of the workmen, they

skiddaddle, and leave men to do the work on reduced terms. I have had too much of the Federation in the past to believe it. I know some of those who constitute the Executive, and have known them for some time.

YARNS.

CLXXII.

HORNS AND CLOVEN FEET.

Time 1 a.m. off the eastern shore of Sumatra, in a large vessel sailing free, with all flying kites set, upon a sea resembling a sheet of plate-glass, lit up by a full moon, whose radiance makes the waters appear as if they were silvered over. Suddenly the officer's attention is attracted by a flash of lightning (heralding the approach of the usual midnight visitor in these climes)—everything is now hurry and bustle; all flying kites taken in, topgallant sails and staysails secured, leaving the ship under topsails, courses and jib, the sheets, tacks, and halyards of which are laid down clear for running. All this bustle and noise has aroused the master out of his slumbers. He comes upon the deck with an exclamation, "What's all this row about?" but upon opening his western eye he discovers the reason, and remarks to the officer in charge of the watch, "That's an ugly customer coming; it will be as dark as Hades directly; have everything clear for running." The heavy volume of cloud has now obscured the moon's surface and made the night appear intensely dark, its intensity heightened by the vivid flashes of lightning, and the deafening roar of the thunder makes matters anything but pleasant around all. A hissing sound is heard (perhaps it's the Sea Serpent), the storm is coming, wind first, rain after, will soon be over. It strikes the ship, she careens over, the wind increases in force, until the spars warn you they have enough. Then comes an order to let go the topsail halyards and round in the weather braces; the fore and mizzen yards are down on their lifts, but the main refuses to come more than one-third down; reef-tackles and clewlines are used as persuaders—but of no avail. Try to overhaul the halyards, but cannot. A man then ascends the rigging, and upon reaching the futtock shrouds, he is seen to seize the topmast backstays and rapidly descend. On reaching the deck he is asked his reason for not clearing the purchase. He replies, "I'm not going near Jimmy Squarefoot; he's hung up there under the top." A second hand is despatched, who returns to deck with greater alacrity than his predecessor, out of breath, and terribly frightened. All he could say in explanation was that the Devil was hung up under the top. He could see his cloven feet and horns. It now devolved upon the officer of the watch to ascertain what this mysterious visitor wanted aboard the ship. He ascended the rigging, prying in his ascent. At last he shouts out, "Why, it's the old black goat hung up by his neck in a bight of the topsail halyards." A line was secured around him, and he was lowered to the deck but little the worse for his suspension.

H. L.

CORRESPONDENCE.

RULES.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

- ✍ Correspondents' names are not divulged to anyone without their sanction.
- ✍ Letters not accompanied by the writer's name and address are destroyed without being either read or printed.
- ✍ Letters from persons who have the misfortune to be unable to spell or write correctly are treated with even more attention than others.
- ✍ Now that seamen have a strong Union, with the necessary legal machinery to assist them, we must refer them to their respective Branch solicitors, in the case of such complaints as we may be advised not to publish. Once their case has been heard in Court, it will be reported in more papers than SEAFARING; to report it before might often defeat the ends of justice.

SEA LAW.

To the Editor of "Seafaring."

SIR,—Another instance of the arrogance of the shipowning fraternity, and the manner in which they are bolstered up in their nefarious designs against the rights of seamen by our supposed impartial adjudicators, the Board of Trade officials, has just come to light. In a certain well-known steamer, one of the firemen and the ship's cook fell out, and had some hot words over the much vexed question of the food supply, which ended in blows being freely exchanged on either side. The "doctor" getting the worst of the set-to, revenged himself by calling in the police. "Clinker" was marched off to durance vile, and after undergoing punishment at the hands of the authorities, was in due course set free and allowed to rejoin his ship. Meanwhile the "doctor" had been laying in bed nursing his aching bones, and a sailor had been put in his place to keep the pots boiling. On reaching a home port, a tidy little bill of some ten dollars for medical comforts supplied to the "doctor," and the time lost by him while off duty was jotted down in "clinker's" pay bill as a deduction from his wages, seeing he had been contributory to the enforced absence of his shipmate. The fireman applied to the superintendent at shipping office for advice on the matter, who of course, as usual, took the captain's part, and informed the man that it was but right and proper he should pay the damages. Not content with the counsel he received, our friend sought further advice elsewhere, with the result that when pay-off time came he point blank refused to take a penny less than the full sum due him, which, after some fussy remonstrance by the captain, was duly handed over. But here is the point. Had this man not had the advantage of the advice he received outside the shipping office, the chances are he would have quietly caved in at the dictation of the supposed disinterested shipping master, and lost a very heavy percentage of his hard-earned wages. Now it is no secret that when a man lays up on board ship, extra work has to be done by the others in his department to overtake the absentee's share, and no extra pay given for this service. The master is bound by Act of Parliament to supply any sick member of his crew with all necessary medical and surgical aid free of charge. By what authority, then, did he dare to propose that the fireman should pay for damage done his vanquished cook, seeing that worthy had already invoked the civil law for redress and got it? Any seafarer, I believe, could answer the question. Because an insolent sea cook gets a well deserved drubbing from his more muscular shipmate for inefficiency or neglect in doing his duty, the captain whose precious appetite he alone takes any interest in as a rule, considers that he may with impunity revenge himself on this man for the inconvenience his delicate palate has suffered through the absence of the caterer to its changing desires, by stopping what he thinks fit out of the conqueror's wages. How long, I wonder, Mr. Editor, are seamen to suffer such indignities as these to be heaped upon them by those in authority, and such bare-faced favoritism and mal-administration at the hands of public servants who are appointed and paid from the public purse for the purpose of holding the scales of justice equal between employers and employed?—I am, &c.,

LOOKER-ON.

A WARNING.

To the Editor of "Seafaring."

DEAR SIR,—Watching the struggle that is now going on between the mock friends of the seamen, the Shipping Federation, I feel it my duty to speak out frankly and tell the men that pay off in Continental ports such as Rotterdam, Antwerp, and other places, that by allowing themselves to be so pitchforked out of ships when their articles are to a coal loading port, they are only making a rod to beat themselves with during the coming winter, as to my mind a struggle may be forced upon us, and knowing what is being done out here I appeal to you as men to stop this state of affairs, as it means poverty and misery if we don't mind. But if we as men demand to fulfil our contract the evil hour won't come upon us. I can prove that from 20 to 30 ships are being paid off in this fashion weekly at Rotterdam, Amsterdam, Antwerp, Havre, and Hamburg; and what does this mean? It means between 300 and 400 non-Union men being thrown on our shores weekly, to the detriment of the Union, and in case a struggle is forced upon us, we shall then find, to our sorrow, all these will have to be contended with; whereas if we, as Union men, demand to fulfil our contract as per articles, all this will be avoided. I only write as a word of warning and appeal to all members to pay up all contributions, and all non-Union men to join, and not be misled by such men as Mr. Laws. I trust that gentleman, on behalf of his employers, will take the trouble to visit the above-named ports before he appears before the Labour Commission. Then I feel sure he will return and admit that his past evidence has been taken through his not understanding what was going in this part of the world. At this moment I have a crew on shore from a steamer, whose articles are a coal-loading port, and whose wages are £4 10s., being paid off against their will, and a new crew are already to sign at £3 10s. to £3 18s. Now this state of affairs we must stop. That is the reason of my appeal. When I appeal to the Consul here in Rotterdam, they simply send for the police and have me put out. That I don't mind, so long as the men will only do their duty and stand loyal and true to their Union; and if we do, this state of affairs will soon cease. But we have one very important mission to fulfil—viz : a general election is now pending in our country, and it is our bounden duty to do all in our power to send our honoured general, Mr. J. H. Wilson, into the House of Commons, where he will be able, on our behalf, to lay bare these facts in the face of the many shipowners that now deck the benches of that gilded chamber to make laws to our detriment and to their own aggrandisement, and where, in case of dispute, they can use all the forces of the Crown to bring us to subjection. If we do our duty, and do our best to return the general secretary to the House, we need not fear but what he will make his voice heard inside the House of Commons as well as outside, and many wrongs under which we are now suffering will be wiped away, and I am confident the electors of Deptford will never regret having elected him in place of that Darling, Q.C.—Yours fraternally,

WILL SPROW, Organiser.

Rotterdam, Sept. 20, 1891.

ROBBING BOTH.

To the Editor of "Seafaring."

SIR,—Our proposed new scale of provisions, recently issued by Mr. J. H. Wilson, meets with general approval. All who have seen it are of one mind, that Mr. Wilson has been most reasonable in his demands. I do not anticipate that opposition from a certain section of shipowners, who are also M.P.'s, that some expect. It is a well known fact that whatever are our complaints against that class of shipowners known as the mail liners regarding accommodation, overwork, etc., we must acknowledge that the provisions supplied by the Orient Company, New Zealand Company, Shaw Savill, British India Company, and D. Currie & Co., and others are all that is required both as regards quantity and quality, and we receive full and plenty, therefore on this point we have the respectable shipowners with us, and they would only be too pleased to see those miserable tramp owners (who starve their crews, and by that means undermine the mail liners with cheap freights) compelled to provide better provisions. Although all the shipowners are federated together, it is a well known fact that there is little sympathy and brotherly love between the mail liners and the tramp owners. I believe if we had an opportunity of examining ship accounts of many owners, we would find large sums paid by agents abroad by orders of captains for ship stores. Having some years ago in Australia been myself employed in a shipping

agent's office, I have seen paid butchers' bills for fresh provisions supplied to ships' crews. The question is do the crew get, or even see, the amount of provisions that the ship is charged for? My opinion is that seamen suffer most at the hands of those of our own class whom fate has raised to the position of master. They dupe the owners, rob and starve the crew. This is the class of ship masters that prefer foreigners before British seamen. They plead that foreigners are more submissive, and always compete the round voyage in the ship. So far, that is true. A British sailor won't suffer quietly to be starved, and as soon as he makes port demands to see the Consul or magistrate, as the case may be; and rather than submit to starvation deserts from his ship. In our ships where the provisions are full and plenty, owners prefer British seamen, and we hear of no complaints, officers and crew are always on the best of terms. On a certain line of steamships, owned by a wealthy Company, the captains have a liberal allowance per day for each man from the owners for provisioning the crew, yet this Company bears a shameful name for starvation. While they are paying their captains to find the crew with full and plenty, the men are robbed and starved by dishonest captains who are neither true to the owners nor the crew. The officers of this line tell us that they have received orders from the owners that they are to carry none but foreigners, and when I wrote to the owners I found that this statement was false, that the owners wished their ships to be manned by British seamen. But the truth is, these captains are afraid of the complaints of our seamen against this wholesale robbery reaching the owners' ears, and they prefer to carry foreigners who will submit to all, and never murmur.—Yours, etc.,

A. MERCER.

Sept. 28, 1891.

NEGLECTING SIDE LIGHTS.

To the Editor of "Seafaring."

SIR,—Kindly allow me a little space in your valuable magazine, to bring before the seafaring community an evil that I am sorry to say is increasing notwithstanding the terrible calamities that have occurred and are daily occurring at sea, owing to the neglect of masters of sailing ships to exhibit their side lights. I have been very nearly six years officer in both sailing ships and steamers, during that time I have met with not a few but a great many such cases, and am only sorry that I was not able to take the names of such vessels, and report them to the Board of Trade. The following case is only a specimen of many—August 25, 1891, we were bound (in the above-mentioned vessel) from the Channel to Boston (U.S.A.) in Lat. 50, 3 N, Long. 15, 7 W, it was blowing very hard from the westward with a high sea, the steamer making about seven knots per hour and labouring heavily. I relieved the chief officer at midnight and had been on deck about twenty-five minutes when I thought I caught a glimpse of something white on the port bow, I took the night glass and distinctly saw a large barque under reefed topsails, fore sail, inner jib, and spanker standing across the bow steering about E.N.E. Whilst looking at her I saw them put their starboard side light out, the vessel previous to that not having any lights visible. I instantly put the helm hard a star-board, and just managed to clear him by about a ship's length, the man on the look-out not having seen her until we had swung clear. Now, Sir, I appeal to you, what would have been the consequences had the two vessels collided? Certainly the barque would have foundered and drowned all hands as it would have been impossible to lower a boat in such a sea. Now what the idea can be in risking human life and valuable property, for the sake of a little oil that can be bought for one penny per pint, is a conundrum that I cannot solve, or any other man in his sound senses. Hoping that this may reach the eyes of some of those ship masters who break the law in the above respect.—I remain, dear Sir, respectfully yours,

J. S. LAMFLOUGH,
2nd officer s.s. *Francisco*, Wilson Line
of Steamers.

OPINIONS.

To the Editor of "Seafaring."

DEAR SIR,—Kindly allow me space in your valuable paper to say a few words in answer to correspondents signing themselves "One of the Death or Glory Branch," J. C. Thompson, and Robt. McBride. Referring to the first-named gentleman's remarks, I quite agree with him that the different Branches are the proper places to deal and thresh out some matters of opinion providing the members would only take that interest in their

Branches and the Union in general, for it is only by the exchange of different opinions that the knowledge pertaining to the same is acquired. But in reference to members only getting the flag-end of the subjects at issue, and the public getting a false impression, I would counsel those members who are not in a position to subscribe to SEAFARING regularly that they should on their first arrival in port obtain all back numbers. They would then be in a position to discuss these different matters for the mutual benefit of one and all. There is one great drawback in connection with our valuable paper SEAFARING (which is, however, no fault whatever of the editor), viz., a laxity in some of the secretaries in not giving a full and complete report of the Branch business, for I contend that it is very discouraging to those members who do take earnest interest in the Union's welfare not to find a report in SEAFARING. Speaking for myself, I have been a constant subscriber from the time of its first number, and have had it forwarded to me in most all parts of the globe, and have been on many occasions doomed to disappointment at not seeing any report from my Branch. Referring to J. C. Thompson's remarks he admits that changes are needed, but he does not mention in what direction change is required. I am surprised that he should make an all-round objection to Bro. Geo. Cowie's suggestions. I am confident that Bro. Cowie, in making the suggestions he did, made them believing them for the better and more economical government of the Union. I only wish there were more men of his type to give opinions fearlessly and irrespectively of pleasing or offending any individual member. I do not agree with Bro. Thompson in the reference he makes to the rule book, for I am in a position to state rules are not only daily, but hourly, broken to suit some individual purpose. If secretaries would only point out to members when they are violating or likely to violate a rule, instead of sitting quietly by and allowing them deliberately to be broken, it would be far more to their credit. In conclusion, Mr. Editor, I would remind Mr. McBride that most all the objections in reference to Bro. Cowie's suggestions have hitherto come from officials or ex-officials, which I contend would have looked a great deal better had they come from the rank and file. Thanking you in anticipation, Mr. Editor, that you'll insert this in your valuable paper, SEAFARING.—Yours ever in the cause of right and unity,

SAML. LAWDAY,

7, Derwent-grove, Prince's-road,
St. John's-wood, Hull.

Copenhagen, Sept. 26, 1891.

[If secretaries allow rules to be broken, our correspondent should name them at Union meetings, instead of making such a charge against secretaries generally. We are not officials, or "ex-officials" of the Union, and while crediting Mr. G. Cowie with the best intentions, still differ from his view that the Executive should consist of paid officials.—Ed. SEAFARING.]

THE WIDOW AND THE SHIPPING FEDERATION.

To the Editor of "Seafaring."

SIR,—Will you kindly grant me space through your valuable paper that I may let the public know the kindness that was shown me by the Shipping Federation. My brother (a seaman) through dull times was forced against his will to accept a Federation ticket, and was led to believe that should death occur to him while at duty, he would be entitled to a benefit of £25. He shipped in the steamship *Chillian*, and joined her on June 6 at Bowling. His captain ordered him to go for his crew, who were drinking at the inn, and as he was dragging a drunken man across the railway lines he was killed by an express train. The constable of Bowling then brought me the painful news, and as my mother was an invalid through rheumatism, it was then my duty to look after his burial, so the first thing I did was to apply for the £25, but on reaching the Federation office was informed by one of the officials that as my brother had not paid the sum of 1s. he was entitled to nothing. I then told him that the only request my mother had made was that his body might be brought to Glasgow. Upon hearing this they said that if I went to the railway Company perhaps they would do that for me, but that they could do nothing for me, and that my mother would be far better in the poorhouse. They never offered me so much as a shilling to help the funeral. So I now appeal to public and all seafaring men and ask them to answer for themselves, Was that kindness or gentlemanliness? I then made my way to the Seamen's and Firemen's Union, and on the secretary hearing my story he told me to set my mind at rest, for my brother would be decently buried, and

before ten o'clock that same night a gentleman called from the Union with the amount of money that brought home his body and buried him, and has maintained my poor mother since. I think this is what one might call kindness, and I hope all seafaring men will take warning from this, and not be blindfolded, as my poor brother was, by the Shipping Federation.

ANNIE MCGILVRA or CAMERON.
130½, Nelson-street, Glasgow.

TO CORRESPONDENTS.

"Ignorance Minus a Bag."—As you simply sneer at "The Man with a Carpet Bag," and do not attempt to refute what he says, your lines are not suitable for publication.—Ed. SEAFARING.

"Equity and Justice."—To publish your letter would be to make enemies of the Union aware of the matter, and put it in their power to make more mischief; therefore, we must advise you to say what you have to say at the meeting of your Branch.—Ed. SEAFARING.

Several letters held over.

SEAFARING DISASTERS.

Amazon, see *Paislee*.

Camellia, see *Paislee*.

City of Lincoln, s.—Dundee, Sept. 29.—Only 611 head of cattle, of 811 head shipped, have been landed alive. About 43 carcasses to land, of which 29 had to be slaughtered since arrival.

Chichester, s, reported wrecked in the Straits of Magellan; crew picked up and are proceeding home in the steamer *Magellan*.

Kate Crosby.—Londonderry, Oct. 1.—Barque *Kate Crosby*, of Belfast, abandoned off Horn Head 28th ult.; crew landed at Tannet Light in lifeboat. No report of wreck on coast.

Little Wonder, schooner, abandoned Sept 24; crew landed at New York.

Paislee.—A telegram from Halifax, N.S., dated Sept. 27, reports the loss on the coast of Labrador of the schooner *Paislee*, with all hands; the schooner *Amazon*, with three of her crew; and the ship *Camellia*, with all hands; all three vessels owned at St. John's. *Camellia's* crew numbered nine, excluding the captain, whose wife and child were also on board.

Rivulet.—Smack *Rivulet*, of Yarmouth, has been run into off there by a French trawler; former sunk; latter proceeded. Crew saved.

Rome, s (P. & O.) took fire at Greenock, Sept. 27. Severely damaged.

Success, smack, of Greenock, stranded on Holy Isle, from Glenarm for Glasgow; crew saved.

Transit, smack, of Ramsgate, run into and sunk with three hands, Sept. 30.

OVERLOADING.—At the Newcastle Police Court on Sept. 29, before Mr. J. G. Fenwick and Alderman W. D. Stephens, magistrates, James Duncan, late master of the British steamer *Cluny*, was charged with having allowed his vessel to be so loaded as to submerge in salt water the centre of the disc. Mr. F. W. Dendy prosecuted on behalf of the Board of Trade, and said that, according to the Board of Trade officer when the vessel left Blyth the centre of the disc on the port side was 2½ inches below water, and on the starboard side the fresh water mark was submerged about 1½ inches, and the centre of the disc about 4 inches. The defendant was warned, but said that he should go to sea. He did sail, and as this was four hours before high water there was ample time for him to have discharged some of the coal, and put the vessel's marks right. On its arrival at Aberdeen the vessel was again examined by a surveyor, who found that, although some coal had been used, the centre of the disc was still submerged two or three inches. According to the Aberdeen measures she was submerged 2½ inches, and she would have consumed about enough coal to submerge her another inch at Blyth. He (Mr. Dendy) had a letter from the master, in which he virtually admitted the offence. In the letter he admitted having overloaded the vessel, but said he did not know it till he arrived at Aberdeen, and that what deceived him was, that the ship had just her usual quantity of cargo, and no more. The defendant added that he had lost his situation, and would have to fight his own battle. He (Mr. Dendy) had witnesses to say that the defendant was warned at Blyth, and took the vessel away in face of that warning. After hearing the evidence the Bench inflicted a penalty of £10.

SHIPS SPOKEN.

Alexander Black, Glasgow to San Francisco, July 28, 48 S, 65 W.
Asloun, s, steering south, Sept. 18, all well, 13 N, 17 W.
Allanshaw, ship, of London, Calcutta to Demerara, Sept. 4, all well, 31 S, 15 E.
Adirondack, British steamer, New York to Kingston (J.), &c, Sept. 16, off Oastle Island
Al-xa: dra, steering SSW, Sept. 21, 48 N, 8 W.
Astrea, Shields to Genoa, Sept. 22, 36 S, 5 W.
Akaroa, barque, of Southampton, London to New Zealand, steering west, Sept. 25, 50 N, 7 W.
Antonio, s, of London, steering west, Sept. 17, 15 N, 25 W.
British Army, from Concepcion Bay, Aug. 29, 12 N, 26 W.
Beltana, London to Port Adelaide, Aug. 15, 8 S, 27 W.
Baltimore, Sept. 19, 46 N, 50 W.
Bactria, ship, River Tees to Calcutta, all well, Sept. 17, 39 N, 16 W.
Ballochmyle, ship, Astoria to Dunkirk, June 20, 8 N, 124 W.
Beechdale, English barque, Aug. 1, 6 S, 27 W.
Clyde, s, Sept. 26, 44 N, 9 W.
Craigend, ship, of Glasgow, steering west, Sept. 25, 49 N, 11 W.
Crown of Scotland, British, Soderhamn to Melbourne, Sept. —
Charles S. Parnell, British barque, bound west, Sept. 17, 45 N, 56 W.
Charmer, of Boston, steering west, Sept. 19, 46 N, 43 W.
Cicero, barque, of Sunderland, steering west, Sept. 25, 50 N, 6 W.
Columbia, s, Southampton to New York, Sept. 22, 50 N, 30 W.
Duntrune, of Dundee, steering west, Sept. 24, five miles off the Start.
Edinburgh, Aug. 14, 8 S, 27 W.
Euphrates, English four-masted ship, London to San Francisco 38 days, 7 S, 30 W.
Florence Treat, barque, Port Gamble to Sydney, Aug. 12, 7 N, 132 W.
Glenmurray (1 Glenmoag), Havre to Vancouver Island, Aug. 30, all well, 13 N, 24 W.
General Roberts, British ship, Sunderland to Port Pirie, Aug. 24, 11 N, 25 W.
Helensburgh, ship, of Glasgow, steering west, Sept. 26, Lizard 20 NE.
Helenslea, British three-mast, all well, Sept. 9, 14 N, 28 W.
Hindustan, British barque, Philadelphia to Iquique, all well, Aug. 11, 28 S, 49 W of Paris.
H.M.S. Beagle, from Pernambuco, Sept. 13.
Indiana, New York to Portland (O), July 13, off Cape Horn.
Iredale, San Francisco to Dunkirk 105 days, Sept. 25, off Scilly.
James Aikin, Tyne to Valparaiso, Aug. 4.
Kinlune, of Dundee, London to Sydney, Aug. 23, 14 N, 26 W.
Mylomene, ship, of Liverpool, Aug. 25, 4 S, 29 W.
Mooltan, Aug. 19, 2 N, 28 W.
Mandara, Monte Video to the Channel 43 days, Aug. 26, 14 N, 28 W.
Miako, barque, of Llanely, all well, 7 N, 82 E.
Maggie Thompson, British barque, Barbadoes to Parrsbro, Sept. 12, 26 N, 68 W.
Marie, Philadelphia to Stettin, Sept. 14, 37 N, 66 W.
Northumberland, British steamer, Sept. 12, 42 N, 59 W.
Osberga, British barque, New York to Adelaide, Aug. 8, 21 S, 31 W.
Professor Koch, barque, Viser, 30 days from Greenock, Sept. 1, 7 S, 34 W.
Prinz Albert, Boni (Celebes) to Falmouth, 143 days, 21 N, 27 W.
Poseidon, from San Francisco, Sept. 13, 38 N, 29 W.
Prince Baudouin (s), Hamburg to Sydney, Sept. 14, 29 N, 16 W.
Russell, Savannah to Cork, Sept. 15, 37 N, 68 W.
Rookwood, barque, of Cardiff, steering south, Aug. 23, 10 N, 25 W.
Rhone, ship, of Liverpool, Calcutta to West Indies, Aug. 30, off Cape L'Agulhas.
Revolving Light, Sept. 7, 30 N, 79 W.
Superior, Aug. 23, 8 S, 29 W.
Seaforth, for Falmouth, Aug. 24, 14 N, 25 W.
St. Patrick (?), Tyne to Buenos Ayres, Aug. 16, 7 S, 30 W.
Scottish Moors, English ship, steering north, Aug. 23, 3 N, 29 W, not 37 N as before reported.
Shenir, Pisagua to Fa'mouth, 13 N, 28 W.
Shandon, ship, of Glasgow, Cardiff to Algoa Bay, all well, Aug. 16, 30 N, 19 W.
Truro, British barque, Fleetwood to Sydney (C.B.) or Halifax, Sept. 2, 49 N, 19 W.
Werra, steering SSW, all well, Aug. 25, 5 S, 28 W.
Yallaro, London to Sydney, Aug. 13, 6 S, 31 W.

DEATH ROLL.

The following is a list (just issued) of names and other particulars of British and Irish seamen whose deaths have been officially reported during August, 1891. First the seaman's name is given, next his age, rating, birthplace, cause of death, date of death, and the name of the ship to which he belonged. If he had left the ship at the time of his death her name is printed in italics in this roll.

- Ahmah, 29, deck serang (Lascar, on Asiatic Agreement), Malay, fever, March 23, Macassar, Kongsce.
- Ahoy, Lew, 41, steward, Singapore, Chinese, consumption, April 16, sea, Menai.
- Alexander, Charles, 40, cook, Greenock, cramp and diarrhoea, April 15, sea, Ardenclutha.
- Alfred, Louis, 56, A.B., Rostof, fell from 'tween decks into hold, June 18, Portland, Hawksdale.
- Allee, Mahd, 30, winchman (on Asiatic Agreement), Calcutta, dysentery, Feb. 26, sea, Vajala.
- Allee, Abdool, 40, Lascar (on Asiatic Agreement), Calcutta, consumption, Nov. 20, 1890, sea, Clitus.
- Almud, Sk. Oosman Sk, 23, fireman (on Asiatic Agreement), Bankote, inflammation of stomach, March 17, sea, Amana.
- Almud, Sk. Hydnoo Sk., 45, F. serang, Bombay, heart disease and dropsy, Mar. 8, sea, Amana.
- Almida, B., 55, baker (on Asiatic Agreement), Goa, congestion of the lungs, Feb. 3, sea, Patna.
- Anderson, Andrew, 54, seaman, Fife, general debility, June 16, Valparaiso, Mountain Laurel.
- Anderson, C., 23, fireman, Gothenburg, typhoid fever, July 11, London R. A. Dock Hospital, Taroba.
- Anderson, Wm. W., 49, surgeon, Belfast, heart disease, supposed, July 1, sea, Siberian.
- Ann, Mah, 29, sailor (Lascar, on Asiatic Agreement), Malay, drowning, April 23, sea, Cheng Chew.
- Anros, John, 38, A.B., French, fever, Sept. 11, 1890, Batavia Hospital, Esther Roy.
- Appleton, Henry, 27, 2nd engineer, Middlesbro', accident (blow from an ash-bucket while standing under the ventilator when the ashes were being taken on deck), May 25, sea, Gulf of Martaban.
- Arnriss, O., 20, Sweden, drowned, March 15, Nos Vey, Madagascar, Aurore.
- Azim Jamul Mahd, 17, fireman, India, fever (probably), May 10, sea, Bhopal, of Hamburg.
- Bailey, David, 52, fireman, Indiana, N.S., sunstroke, July 7, Accomac.
- Bain, Wm. R., 19, A.B., Ardrossan, drowned (fell overboard while painting the lifeboat on the poop), April 23, sea, Kelton.
- Baker, Arthur John Vincent, 28, 1st mate, Eversholt, Beds., missing (went ashore at 4 p.m. on June 7; boat found bottom up with painter made fast to rocks two days afterwards), June 7, Lusitania.
- Barbour, Gavin, 17, apprentice, Scotch, Glasgow, fall from aloft, June 8, Lord Kinnaird.
- Barley, Thos., 22, fireman, Middlesex, heart disease, Aug. 3, Port Said, Amphitrite.
- Bartlett, T. G., 30, A.B., Plymouth, May 9, sea, Tongariro.
- Bates, John Joseph, 24, steward, Dover, tumour carboneuse, July 17, sea, Wordsworth, of Antwerp.
- Bean, William, 40, cook, Bermuda, consumption, April 24, Hamburg, Allerton.
- Beaujean, Peter, 38, A.B., Germany, drowned (vessel lost through collision), July 6, off Dover, Dunholme.
- Bell, Jonathan, 56, cook, Liverpool, chronic pleurisy and pneumonia, Aug. 8, sea, Navigator.
- Bennett, W., 32, boatswain and lamps, British, falling down hold, July 17, sea, Goldsbro'.
- Best, Wm., master, supposed drowning, vessel missing since Jan. 3, sea, Kakamii.
- Bishop, John, 43, 1st mate, Weymouth, dropsy, May 29, sea, Knight of the Garter.
- Blackman, Edward, 48, cook, Dartford, Bright's disease, April 6, Dunedin, Parsee.
- Blair, Archibald, 18, apprentice and A.B., London, drowning (washed overboard during a heavy gale), May 9, sea, Ben Nevis.
- Blair, Donald, 56, fireman, Argyle (fell down the hold on coming on board), Aug. 21, Glasgow, Pomeranian.
- Brady, Hugh, 37, fireman, Belfast, July 4, sea, Douglas Hill.
- Brinton, Hy., 50, 1st mate, St. Just, washed overboard, June 4, sea, Benares.
- Brogden, John, 40, donkeyman and fireman, Menston, Yorks, July 23, London, Surrey Commercial Dock, Holmlea.
- Brock, Philip L., A.B., Jersey, drowning (vessel stranded), July 7, Valparaiso, Mangalore.
- Bruce, Andrew, 21, O.S., Whalsay, Shetland, consumption, June 11, sea, Port Stanley.
- Budd, W. G., 41, chief steward, Bristol, drowning (vessel stranded), July 19, Anticosta, Circe.
- Budge, Wm. H., 25, carpenter, British, yellow fever, June 16, sea, Nevada.
- Burlinson, Frederick, 42, 1st engineer, Sunderland, heat apoplexy, June 10, River of Calcutta, Melbourne.
- Burns, John, 28, greaser, Sunderland, found drowned, since Jan. 10, Melbourne, Mamari.
- Byrne, John, 49, A.B., Arklow, heat apoplexy, July 1, Red Sea, Inchmarlo.
- Calmon, Edwd., 19, Newport, G.B., May 28, Rio de Janeiro, Aeronaut.
- Cameron, Daniel, 45, 2nd engineer, Greenock, sloughing abscess of the back, Aug. 3, off Cumbra, Firth of Clyde, Princess Alexandria.
- Campbell, John, 36, donkeyman, British, diarrhoea, July 27, European General Hospital, Bombay, Hesper.
- Campbell, Jno., 38, storekeeper, Saltcoats, drowning (vessel stranded), July 19, Anticosta, Circe.
- Cannon, Thos., 20, steward, United States of America, drowned (vessel lost through collision), July 6, off Dover, Dunholme.
- Carmichael, Donald, 22, A.B., Berwick, drowning, May 30, Pernambuco, Western Belle.
- Carr, Arthur, 51, A.B., Port Glasgow, cramp and diarrhoea, April 10, sea, Ardenclutha.
- Carlson, John, 44, A.B., Swede, accident; thrown over the wheel, Mar. 18, Balkamah.
- Castles, W. T., 27, A.B., London, yellow fever, April 2, Rio de Janeiro, Mercur.
- Celestion, H., A.B., Mauritius, drowning; vessel stranded, July 7, Valparaiso, Mangalore.
- Cheow, Foo, 31, carpenter (Lascar, on Asiatic Agreement), Chinese, illness, Dec. 31, Singapore, s.s. Gorgon.
- Chicoine, G., 24, May 24, sea, Minnie Bride.
- Christensen, A., 30, A.B., Copenhagen, drowned (vessel lost through collision), July 6, off Dover, s.s. Dunholme.
- Cole, John, 51, mate, Bude, supposed drowned; vessel missing since Sept. 3, English Channel, Agnes.
- Cole, Samuel, 22, boatswain, American, England, yellow fever, June 17, Nevada.
- Connolly, John, 40, A.B., Baltimore, fall from aloft, Mar. 31, sea, Governor Wilmot.
- Cook, William, 22, man, Grimsby, drowning (knocked overboard by jib sail), Aug. 12, off Flamborough Head, City of Norwich.
- Coslanino, Turno, 40, fireman, Italy, Aug. 6, sea, s.s. Dago.
- Coull, Peter, 17, apprentice, Port Gordon, Banffshire, yellow fever, June 17, hospital (?), Mayaguez, Porto Rico, Breiz Izel.
- Coulson, John, 38, master, British, Whitby, cerebral apoplexy, July 26, River Winia, s.s. Pocklington.
- Coulthard, John, yellow fever, April 12, Fever Hospital, Rio de Janeiro, s.s. Stuart Prince.
- Cowie, Edwd. James, 19, boy, Suffolk, supposed drowned; ship foundered, Dec. 5, Holm Sands, Lowestoft, Hannah.
- Cree, David, 46, chief engineer, Blantyre, Lanark, supposed drowning; vessel missing since May 31, sea, s.s. Taramung.
- Crowley, Frank, 36, 2nd mate, St. John, N.B., drowned, July 19, Olive Mount.
- Cunliffe, R. T., 22, A.B., Newchurch, drowned (fell from the bridge), June 13, sea, s.s. Glenochil.
- Daly, Saml., 54, A.B., New York, consumption, June 11, sea, Fingal.
- Dale, G. A., 29, seaman, Sunderland, inflammation of the liver, Aug. 7, Pensacola Hospital, Amayllis. Left in hospital.
- Daniel, F., 61, A.B., German, dropsy, June 17, sea, Grecian.
- Davies, Joseph, 38, A.B., Trieste, chronic bronchitis and pleurisy, Nov. 2, sea, Strathearn.
- Debnam, Thos. J., 19, A.B., South Shields, vessel missing since March 10, sea, Fairy Belle.
- Degen, or Deegan, John, 31, boatswain, Scotch, drowned (fell from aloft), June 18, sea, Talisman.
- Dehard, Harry, 19, O.S., Nickerie, vessel missing since March 30, sea, Harry Keslake.
- Dhunux, 25, Lascar (on Asiatic Agreement), Calcutta, drowned (by falling overboard), Feb. 8, River Hooghly, Clitus.
- Dixon, or Dickson, Alexr., 26, trimmer (first voyage), Liverpool, drowned, July 12, 1 a.m., sea, Georgian.
- Doney, John, 37, cook and steward, Cardiff, yellow fever, April 12, Rio de Janeiro, Mercur.
- Douglas, S., hyperpexy, caused by fever, Aug. 6, Port Said, Pak Ling.
- Duff, Peter Sloan Brown, 17, apprentice, Isle of Whithorn, fell overboard and was drowned, May 7, sea, Sierra Nevada.
- Duckett, James (P.), 36, fireman, Aberdeen, dysentery, July 10, sea, Limpopo.
- Eales, Wm. Thomas, 20, master, Brixham, drowning (vessel caught by a heavy squall, capsized and foundered), Aug. 3, Torbay, Faith.
- Eckhoff, Jacob, chief mate, vessel missing since Jan. 3, Kakamii.
- Ellis, W., 28, 2nd engineer, North Shields, drowned (vessel lost through collision), July 6, off Dover, Dunholme.
- Enayaha, 56, fireman (Lascar, on Asiatic Agreement) Bengalee, old age, Feb. 7, sea, Mogul.
- Eriksen, E., 24, A.B., Norway, liver disease, July 26, Mouth of the Humber, Jane Burrill.
- Escott, Geo., 32, fireman, Exeter, killed by explosion of boiler tube, Aug. 24, River Exe, Beaver.
- Esmal, Cajee Hasson Cajee, 27, fireman, British Rutnagary, committed suicide by jumping overboard, June 21, Aden, Mameluke.
- Esmond, Henry, —, seaman, dysentery, Aug. 2, Colonial Hospital, Gibraltar, Jane Radcliffe (dis. July 30).
- Evans, John, 25, A.B., Carnarvon, consumption, June 26, San Francisco, Providence.
- Farrell, Wm., 50, fireman, Glasgow, dysentery, July 16, Arabian Sea, Irrawaddy.
- Feeley, Patrick, 40, A.B., Queenstown, disease of the kidneys and cystitis, June 14, hospital, Port Natal, Inyoni.
- Fennel, Edward, 53, seaman, Portsmouth, old internal injuries and strain when furling mainsail, June 27, sea, Frank Stafford.
- Fisher, John, 24, able seaman, British (Irish) accidentally drowned, July 2, Teviot.
- Fisher, Valentine, 22, fireman, Germany, Aug. 6, sea, Chicago.
- Foreacres, or Fouracres, Edw., 35, fireman, Bristol, apoplexy, July 14, sea, Robert Harrowing.
- Forrest, Thomas, 51, carpenter, Edinburgh, drowned, accidental, Aug. 30, Antwerp, Juno.
- Fraise, Charles, 21, Antwerp, yellow fever, June 4, Rio de Janeiro, Swansea.
- Frenz, Atle S., 33, 1st mate, Norwegian, yellow fever, June 19, sea, Newton.
- Fuxer or Tuxen, Fritz, 40, fireman, Germany, yellow fever, June 14, Santos, Foscolia.
- Gale, William, 52, fireman, Yarm, drowned (vessel lost through collision), July 6, off Dover, Dunholme.
- Garvey, Michael, 40, lamptrimmer, Liverpool, accidentally drowned, July 27, Liverpool Bar, Californian.
- Gatti, Michael, 51, A.B., Malta, collapse after immersion in the water, July 30, Catania, Boileau.
- Gay, Arthur, 20, coal trimmer, British, drowning, July 27, Colon, Para.
- George, Wm., 42, cook, Portsmouth, phthisis pulmonalis, July 16, Long Island College Hospital, Brooklyn, N.Y., Leucadia.
- George, Henry, 39, mate, Portreath, vessel missing since March 10, sea, Fairy Belle.
- Gilchrist, Donald, 20, O.S., Campbellton, yellow fever, April 14, sea, Olive Mount.
- Gillett, Samuel, 55, 1st engineer, Preston, scalded at the explosion of boiler tube, Aug. 24, Maud Hospital, Exmouth, Beaver.
- Gilmour, Wm., 47, Ireland, drowned (vessel run down), Aug. 1, off New Brighton, Saxon.
- Goldsmith, Alfred, 40, cook and steward, Leeds, vessel missing since March 30, sea, Harry Keslake.
- Gramdi, M., 25, A.B., Dantzic, African fever, May 29, Hamburg, Gambia.
- Greggans, Simon, 1st mate, Maryport, drowned (vessel stranded), July 7, Valparaiso, Mangalore.
- Griffiths, David, 28, waiter, North Wales, drowned, July 9, New York Harbour, Servia.
- Griffiths, Robt., 61, master, Newborough, Anglesen, vessel missing since March 9, sea, Margaret and Martha.
- Gumen or Gunia, Friedrich, 24, A.B., Dantzic, yellow fever, May 3, Rio de Janeiro, Alumbagh.
- Gunde sen, O., A.B., drowned, Sept. 21, sea, Zephyr.
- Hale, Thomas, 63, master, Gloster, breaking blood-vessel, Aug. 29, Newport Bay, Flora.
- Halpin, James, 21, fireman, Dublin, yellow fever, June 17, sea, Newton.
- Han-on, David, 27, A.B., Greenock, brain fever, April 19, sea, Ardenclutha.
- Harvey, Hy., 28, fireman, Armagh, yellow fever, March —, Hospital, Rio de Janeiro, Dryden.
- Hask, Jacob. See Hook, Jacob.
- Havard, Thomas, 49, mate, Oxfordshire, May 25, Liverpool, Governor.
- Hayward, John Edgar Thomas, 16, cook, Clifton, vessel missing since March 10, sea, Fairy Belle.
- Heikichi, Kiniolo, 25, A.B., Japan, pleurisy and tuberculosis, June 22, River St. Lawrence, St. Julien.

- Henry, Robt. P., apprentice, London, drowning (vessel stranded), July 7, Valparaiso, Mangalore.
- Heyden, Theodore Van der, 25, A.B., Antwerp, yellow fever, June 7, sea, Mount Tabor.
- Higgins, Wm., 39, Belfast, found drowned in the dock, July 18, Barrow Dock, Shoal Fisher.
- Hillier, Richard, 23, 2nd steward, English, washed overboard, June 30, Agamemnon.
- Hjuler, L. M., 18, A.B., Copenhagen, drowned (vessel lost through collision), July 6, off Dover, Dunholme.
- Hook or Hask, Jacob, 33, A.B., Russian, Windau, drowning (whilst bathing), Aug. 8, Novorossisk, Aidar.
- Hubert, Geo., 47, carpenter, Heligoland, sunstroke, April 11, sea, Ardenclutha.
- Hughes, David, 21, O.S., British, Amlwch, fall from aloft, June 1, Lord Kinnaird.
- Hutchison, Robert, 29, 3rd engineer, Greenock, sunstroke, July 30, sea, Newcomen.
- Ide, H., 32, fireman, Germany, drowned (vessel lost through collision), July 6, off Dover, Dunholme.
- Jack, David, 26, fisherman, Avoch, Avoch, Ross-shire, drowning (fell overboard), Aug. 18, 34 miles N.E. by E. from Kinnaird Head, Trois Freres.
- Jackon, Francis, 30, O.S., London, London, drowned accidentally, Aug. 27, River Wear, Lily.
- Jamlinamah, 30, fireman (Lascar, on Asiatic Agreement), Bengalee, fall in the hatchway, Mar. 19, Singapore, s.s. Normanby.
- Jameson, Daniel, yellow fever, &c., Accrington.
- Janssen, Axel, 28, Sweden, asphyxiated, July 11, Boston, U.S.A., Havre.
- Jarvis, I. K., 38, fireman, London, 14, Hattendahstreet, Millwall, London, Aug. 20, off Tarifa, Straits of Gibraltar, s.s. Shelley.
- Jaw, Ab, 32, fireman (Lascar, on Asiatic Agreement), Chinese, apoplexy, April 16, sea, s.s. Medusa.
- Jennings, Robt. C., 33, master, London, 165, St. Vincent-street, Glasgow, drowning (vessel stranded), July 19, Anticosti, s.s. Circe.
- Jewers, Charles, 38, cook and steward, Beaver Harbour, tumour on the brain and heart disease, June 10, hospital, Georgetown, Demerara, Southern Cross.
- Johannsen, Anders, Norway, yellow fever, Mar. 30, Rio de Janeiro, Mary I. Baker.
- Johnson, A., 37, fireman, Sweden, pneumonia, June 27, sea, s.s. Umlazi.
- Johnson, Jacob, 40, seaman, Swede, consumption, Mar. 2, sea, Doune Castle.
- Jones, David, 21, mess-room steward, Llandaff, typhoid fever, April 26, Swatow, s.s. Collingham.
- Jones, Thomas, 30, cook and engineer's steward, Birmingham, Aug. 5, sea, Longship's Light, bearing E.S.E. 3 miles, s.s. Lynton.
- Jones, Wm., 18, O.S., Amlech, drowning (fell overboard), Jan. 25, sea, County of Merioneth.
- Jones, Wm., 18, O.S., Amlech, drowning (fell overboard), May 14, sea, County of Merioneth.
- Jones, Edward, 31, fireman, Chester, found drowned, July 31, Boston, U.S.A., Annan's.
- Kang Lu Ah, 29, fireman (Lascar, on Asiatic Agreement), Chinese, drowned, Jan. 16, sea, Namchow.
- Keating, Peter, 35, cook, Liverpool, bursting of a blood-vessel in the stomach, July 22, Penarth, Berrina.
- Kelk, W. F., 26, A.B., Lincoln, dysentery, July 21, sea, Lingfield.
- Kerwin, or Kerwan, James, 33, fireman, Liverpool, Aug. 13, sea, Oufio.
- Khaw, Ebrahim, 40, trimmer (Lascar, on Asiatic Agreement), Bombay, diarrhoea, March 28, Vizagatam, Chindwara.
- King, Wm., 25, mate, Windsor, N.S., yellow fever, May 27, Rio de Janeiro, Fairmount.
- Kinrave, I., Douglas, Isle of Man, inflammation of stomach, Feb. 28, sea, Formosa.
- Klarer, Ferdinand, 23, A.B., Fiji, consumption, Sept. 10, 1890, sea, Port Carlisle.
- Kneule, Victor, 23, A.B., Germany, heart disease, April 28, 1890, sea, Esther Roy.
- Ku, Belat, Hossence, 25, trimmer, Bhogulpoor, May 18, sea, Malda.
- Kuster, Johann, 28, A.B., Dec. 24, sea, Venezuela.
- Laguzire, Antonio, 45, Austria, yellow fever, March 21, Rio de Janeiro, Lizzie Barrill.
- Lam Tong-leong, comprador's tallyman, natural causes, June 23, sea, Fei Ma.
- Lane, D., 37, fireman, Grave-end, crushed between railway trucks, July 7, Baltimore, Mississippi.
- Larson, Peter G., 42, boatswain, Sweden, drowning (vessel lost), June 1 or July 1, sea, Taramung.
- Law, Robert, 26, fireman, Liverpool, killed in port bunker by a fall of coal, June 1, sea, Avona.
- Lawson, Peter, 26, boatswain, Swede, indigestion, March 18, sea, Socotra.
- Lee, A., 27, 2nd mate, Topsham, fever, June 17, Rio de Janeiro, Isleworth.
- Leetham, Harold, 26, 2nd assistant engineer, Hull, heart disease, Aug. 18, sea, Essex.
- Leikioho, Kawasaki, 28, A.B., Japan, rheumatism of the heart, June 9, St. Julien.
- Lenymen, Louis, See Low, Lemmen.
- Levenson, Alfred, 32, 3rd engineer, Greenwich, fever, July 31, Baltimore, Brentior.
- Lewis, Samuel, 37, master, Barnstaple, vessel missing since March 10, sea, Fairy Belle.
- Lewis, Wm., 43, A.B., Sunderland, heart disease, May 30, Nagasaki, Riversdale.
- Lillico, Gilbert, 23, fireman, South Shields, supposed to have fallen overboard, June 7, Buenos Ayres, Rook.
- Livarty, John, 26, mate, Menai Bridge, Anglesea, vessel missing since March 9, sea, Margaret and Martha.
- Lloyd, Peter, 49, A.B., Liverpool, pneumonic meningitis, July 30, New York, Servia.
- Lobin, J., 24, A.B., Belgium, vessel missing since March 30, sea, Harry Keslake.
- Lonnroth, Alexander, 32, A.B., Finland, Bright's disease of the kidneys, July 21, Brooklyn, New York, Ebenezer.
- Low, Lemmen, or Louis, Lenymen, 29, fireman, Belgium, epilepsy, Aug. 7 or Aug. 8, sea, Marquis Seicuna.
- Lucas, John, 30, A.B., Trieste, rupture of aortic aneurism, June 8, sea, Loch Shiel.
- Ludman, George, A.B., vessel missing since Jan. 3, Kakamil.
- Lynn, William, 16, O.S., Blyth, Northumberland, drowning (fell overboard), Aug. 31, 1890, sea, Strathearn.
- Lyons, John, 55, A.B., London, natural causes, Dec. 10, at sea, Sierra Blanca.
- McCallum, Francis, 28, 2nd mate, Newcastle, drowned (vessel lost through collision), July 6, off Dover, Dunholme.
- McCarten, Wm., 19, A.B. (sub.), Liverpool, drowned (fell overboard), July 3, sea, Patagonia.
- McCarthy, John, 48, 2nd mate, Brooklyn, fever, Oct. 28, Batavia hospital, Esther Roy.
- McCarthy, David, 29, A.B., Montreal, drowned (vessel lost through collision), July 6, off Dover, Dunholme.
- McEwen, James, 27, fireman, British, South Shields, drowned, Aug. 4, Braila, Creta.
- McKendrick, Wm., 34, 1st engineer, Kirkcaldy, congestion of the lungs, June 1, sea, Clan Murray.
- McLeod, John, 40, A.B., Skye, cramp and diarrhoea, April 14, sea, Ardenclutha.
- McLeod, John, 32, fisherman, Arnob, Lewis, Ross-shire, accidentally killed Aug. 15, 26 miles N.E. of Kinnaird Head, Fear Not.
- McLeod, Roderick, 21, A.B., Stornoway, heart disease, April 23, off Staten Island on board German barque "Gutenberg," New York.
- McMillan, Hugh, fireman, vessel missing since Jan. 3, Kakamil.
- McNutt, John, 47 or 51, mate, Maitland, Hants, N.S., inflammation of stomach, March 22, sea, Laccfield.
- Mably, Richard, 36, master, Padstow, drowned (accidentally) May 5, London, Rhoda.
- Magnuson, Frank, A.B., Norway, drowned (vessel stranded), July 7, Valparaiso, Mangalore.
- Main, Wm., 18, fisherman, Downies, drowned (boat capsized in a squall), July 27, off Downies, Kincardineshire, Kesse in June.
- Manion, John, 32, seaman, Birkenhead, July 9, sea, Bayley.
- Mann, John, drowning (fell overboard), Aug. 16, North Sea, Dewdrop.
- Mariner, C., 26, A.B., Bradford, vessel missing since March 30, sea, Harry Keslake.
- Martin, John, 33, surgeon, Dublin, low fever, and overdose of chloral and bromide of potassium, July 8, sea, Coanza.
- Marknart, W., 49, July 3, sea, J. H. Marsters.
- Matthews, I. A., 36, Aberdeen, yellow fever, April 11, Rio de Janeiro, Viking.
- Meah, Doola, 40, Lascar (on Asiatic Agreement), Calcutta, fall from aloft while furling sails, May 23, sea, Kohinuz.
- Medcalf, John, 46, fireman, Lincoln, dysentery, July 31, Gibraltar Hospital, Homer.
- Meenah, 32, Seacunny (Lascar, on Asiatic Agreement), Malay, consumption, June 4, sea, Rover.
- Meibool, 34, fireman (Lascar, on Asiatic Agreement), Bengalee, beri beri, Dec. 15, Rockvern, W.A., Fantee.
- Middleton, Alex., 21, steward, British, found drowned, July 31, Trieste, Iran (dis. July 29).
- Miller, Daniel, 28, 2nd engineer, Essex, drowning (vessel stranded), July 19, Anticosti, Circe.
- Millvenan, John, 47, fireman, Bridge of Weir, Renfrew, Aug. 11, Oban, Gelert.
- Moje, Geo., 22, fireman, Germany, drowned (vessel lost through collision), July 6, off Dover, Dunholme.
- Moller, H., 24, Sweden, yellow fever, May 25, Rio de Janeiro, Fairmount.
- Moor, John, 52, A.B., London, heart disease, Jan. 11, Astoria, Tythonus.
- Moor, Miley, 23, A.B., Arklow, drowned accidentally, Aug. 4, North Dock, Ouachita.
- Moran, John, 31, A.B., Birkenhead, July 20, sea, s.s. Glentalloch.
- Morgan, William, fireman, vessel missing since Jan. 3, sea, s.s. Kakamil.
- Morris, John, vessel missing since Nov. 14, sea, Gleaner.
- Morris, Thomas Henry, 29, A.B., Hayle, fell from aloft, June 18, St. Ubes, s.s. Larpool.
- Morton, J., 23, fireman, Egglestone, heat apoplexy, July 22, s.s. Pelican.
- Moss, Geo., 47, fireman, Liverpool, killed by explosion of boiler tube, Aug. 21, River Exe, s.s. Beaver.
- Mowat, Donald, 19, fisherman, Shelligoe, Lybster, drowning, July 30, Lybster Bay, Iphigenia.
- Muhrbeck, T., yellow fever, June 1, Rio de Janeiro, s.s. Ealing.
- Muir, J., 24, A.B., Holland, vessel missing since Mar. 30, sea, Harry Keslake.
- Mulligan, Richard, 33, master mariner, Skerries, Ireland, drowned accidentally, July 23, Dunkirk, Clara.
- Murphy, Jeremiah, 41, fireman, Cork, epileptic fit, Aug. 9, English Channel, s.s. Meath.
- Murphy, Daniel, 33, fireman, Cork, inflammation of the stomach and bowels, July 22, Baltimore, U.S.A., s.s. Montana.
- Murphy, John, 20, A.B., England, accident, Nov. 12, Sierra Cadena.
- Murray, E. B., 23, engineer's steward, Sunderland, June 14, Santos, s.s. Centurion.
- Murrells, Charles, 22, mate, Colchester, Essex, drowned (washed overboard), Mar. 9, near West Binder Light Vessel, Yulan.
- Musten, Karl, 22, Sweden, lung disease, Dec. 31, sea, Derbyshire.
- Newman, Frank, 30, fireman, Swindon, 36, Alice-street, Cardiff, July 11, River Mississippi, New Orleans, Park-gate.
- Newaz, Mudden, 37, Lascar (on Asiatic Agreement), British Dacca, drowning (washed overboard), July 1, sea, Clan Buchanan.
- Nielsen, Anders, 35, A.B., Mandal, Norway, Portmadoc, drowning, Aug. 9, Esbjerg, Ellen Roberts.
- Nolan, Joseph, 24, O.S., Dublin, Trinidad, fell overboard, Aug. 11, off Absecon Light, N.J., Asia.
- Norden, Charles, —, 2nd mate, vessel missing since Jan. 3, Kakamil.
- Norton, Edward, Chas., 28, master, Yarmouth, Row 127, Yarmouth, fit, Aug. 5, North Sea, New Restless.
- Norton, John, 24, A.B., Topsham, Devon, 72, Calderon-road, Leytonstone, Essex, drowned (fell or was washed overboard) April 7, 7.45 a.m., sea, Andola.
- Nossebol, A. Sk. Dilbor, 19, A.B. (on Asiatic Agreement), accident, July 12, Port Elizabeth, Clan McKinnon.
- O'Connor, Edmond, 33, surgeon, Dublin, Hanover-street, Liverpool, fit of convulsions, July 23, sea, Cameron.
- Olsen, August (P.), —, seaman, Swede, consumption, July 1, sea, Arete.
- Olsen, Knut, 38, July 14, Paramaribo, Zenith.
- Olsson, I. A., 21, O.S., Uddevallo, drowning (fell overboard) April 6, noon, sea, Hinemoa.
- Osmond, Henry, 38, steward, Wareham, 41, Arthur-street, Ryde, Isle of Wight, washed overboard, June 4, sea, Jupiter.
- Pace, John Thomas, 21, O.S., Crewe, vessel missing since March 10, sea, Fairy Belle.
- Pagan, James, 22, O.S., West Indies, Mobile, drowning (vessel lost Jan. 21) foundering, Feb. 4, 90 miles S.W. of Barbadoes, Caribon.
- Palmer, James, chronic diarrhoea, April 16, sea, Belvidere.
- Parker, Charles, 19, 3rd hand, Isle of Wight, Hants, drowning, Aug. 19, sea, Pearl of the Ocean.
- Peace, Robt., 61, lamp trimmer, Liverpool, heat apoplexy, June 18, La Guayra, Costa Rican.
- Peters, E., 39, carpenter, Germany, drowned (vessel lost through collision), July 6, off Dover, Dunholme.
- Phederson, or Phidman, Anthon, 23, A.B., Christiania, shot, April 30, Rio, County of Yarmouth.
- Phillips, H., 49, 1st engineer, Merthyr, drowned (vessel lost through collision), July 6, off Dover, Dunholme.
- Poonia, Fakura, 23, Lascar (on Asiatic Agreement), Surat, fever, Feb. 24, sea, Palamcotta.
- Poulter, B., Viking.
- Pringle, Charles David, 21, 3rd mate, English, Fort Hope, B.C., high fever, June 2, Mecca.
- Purdy, David, 56, deck hand, Carrickfurgus, disease of the heart, June 24, Belfast Lough, No hopper dredger.

Patman, Joseph A., donkeyman, heart disease (supposed), July 30, sea, Leverington.
 Quinn, William, 33, fireman, Ireland, probably heart disease, May 18, Red Sea, White Jacket.
 Rahamatolla, or Rohamatolla, Reatolla, fireman, India, liver complaint, May 6, Hamburg, Baria.
 Ramsay, John, 35, fireman, Whitehaven, drowning, Aug. 14, River Maas, Drobert, Texan.
 Redford, Donald McKie, 16, O.S., British, fell from the fore topsail yard, Feb. 19, Akyal Roads, Ekasoni.
 Redmond, Patrick, 21, A.B., New Ross, accidentally drowned whilst bathing, May 4, Santa Rita, Mexico, Linda Park.
 Reeve, Geo., 53, ma-ter, London, July 3, sea, No. 9, (torpedo boat "Brazilian").
 Ressler, William, cook, vessel missing since Jan. 3, sea, Kakamii.
 Richter, Karl, 23, drowned, July 25, Paramaribo, Energy.
 Riethmuller, Julius, 21, fireman, Wesel, Germany, fits, Aug. 12, sea, Ithamo.
 Ritson, William, 37, master, Whitehaven, inflammation of lungs, June 23, Liverpool, Margaret.
 Roberts, Pierce Saml., 22, 2nd mate, Portmadoc, vessel missing since March 30, sea, Harry Keslake.
 Robertson, Charles, 22, A.B., Scotch, July 20, Calanas.
 Rohamatolla, R. See Rahamatolla.
 Rowland, Samuel, 41, master, Bideford, vessel missing since March 9, English Channel, Agnes.
 Saldana, Piedade F., 39, cook and baker (Lascar, on Asiatic Agreement), Goa, excessive cold, Dec. 30, Antwerp, Worsley Hall.
 Sands, Peter, A.B., vessel missing since Jan. 3, sea, Kakamii.
 Sankey, Wm., 19, O.S., Bolton, England, yellow fever, May 14, Rio de Janeiro, Alumbagh.
 Sawney, Isaac, 17, O.S., Hull, drowned (whilst bathing), Aug. 7, Vold, near Porsgrund, Norway, Aurora.
 Scates, A. W., 38, 1st mate, Dublin, yellow fever, April 4, Hospital, Rio de Janeiro, Viking.
 Scheffeld, Frederic, 24, cook and steward, New York, drinking carbolic acid in mistake for brandy, March 26, Negapatam Roads, Ozaway.
 Schotsman, Anne, 50, A.B., Amsterdam, March 23, Providence Hospital, Seattle, Puget Sound, Cromartyshire.
 Schroeder, Henri, 36, fireman, German, malarial fever, June 20, Mayumba.
 Silvester, John, A.B., vessel missing since Jan. 3, Kakamii.
 Simpson, William, 43, chief engineer, Liverpool, peritoneal inflammation (result of accident), July 5, Yokohama, Diomed.
 Skellett, Anthony J., 42, chief steward, British, epileptic fits, July 11, Orono.
 Slee, John Henry, 19, apprentice, South Molton, Devon, found drowned, July 18, Victoria Dock, Hull, Coronel.
 Sluys, G. V. der, 32, O.S., Bommel, Holland, consumption, Dec. 17, 1890, Huamillos, Eudymion.
 Smart, Collin, 22, 3rd engineer, Aberdeen, drowned (vessel lost through collision), July 6, off Dover, Dunholme.
 Smith, Daniel, 44, A.B., Portland (?), dropsy, May 9, sea, Ambassador.
 Smith, George Henry, 16, apprentice, Ireland, drowned (fell overboard), Dec. 16, sea, Remonstrant.
 Smith, Henry, 35, A.B., Hamburg, malarial fever, July 16, hospital, quarantine, Mississippi, New Orleans, Floridian.
 Smith, J., 18, O.S., Glasgow, April 28, sea, Bulimba.
 Smith, John, 29, 3rd hand fisherman, Burgh Castle, drowned (fell from mizen masthead), Aug. 19, Lower part of Botney Gut, North Sea, Brilliant.
 Smith, William, 59, cook, Carnarvon, March 3, Hamburg Hospital, Humboldt.
 Smith, Wm., 28, A.B., Liverpool, yellow fever, May 13, Rio de Janeiro, River Mersey.
 Smorsin-ki, Carl, 31, fireman, German, July 20, sea, Samaria.
 Solomon, Dean, 38, cook, Georgia, U.S.A., drowned (vessel lost through collision), July 6, off Dover, Dunholme.
 Southworth, William, 28, fireman, Wigan, drowned, Aug. 6, Bibao River, Pierremont.
 Sprengel, 38, Amsterdam, found drowned, May 11, Port de France, Martinique, Castlegate.
 Stamp, John, 38, A.B., Exeter, cancer in the tongue, May 21, Portland, Or, Parthia.
 Stavelly, Henry, 21, A.B., Dover, fell from the bowsprit and drowned, Aug. 24, Deptford, Primrose.
 Stephens, John Henry, 37, master, Flock, Cornwall, found dead (fell over stairs at his own residence), March 21, Penryn, Ready Rhino.
 Stephen, J., 29, carpenter, Dundee, cholera and small-pox, Feb. 27, Chittagong, Sierra Pedrosa.

Stewart, Robert, engineer, vessel missing since Jan. 3, sea, Kakamii.
 Story, Walter, 23, 1st engineer, Hull, fever, July 28, Baltimore, Brenitor.
 Stover, With., 23, A.B., German, accidentally drowning, Feb. 13, Philadelphia, Pruventia.
 Sullivan, John, 2, fireman, Cardiff, accident (fell down the hold), July 15, sea, Borehese.
 Sweat, Charles, 25, O.S., British (Ryde), Aug. 7, sea, 10 miles off Start Point, Alfred Rav.
 Swenson, P., 25, boatswain, Sweden, drowned (vessel lost through collision), July 6, off Dover, Dunholme.
 Tanner, Thos., about 34, 2nd hand, St. Ives, drowned (washed overboard), Aug. 22, 3 a.m., sea, 19 miles E.N.E. of Faroe Islands, Gratitude.
 Taylor, Jno., 33, 1st engineer, Fochabers, drowning (vessel stranded), July 19, Anticosti, Circe.
 Taylor, Walter J., 35, 1st mate, Tasmania, vessel missing since March 30, sea, Harry Keslake.
 Taylor, Wm., 33, 2nd engineer, Manchester, scalded at explosion of boiler tube, Aug. 24, Maud Hospital, Exmouth, Beaver.
 Thom, James, 43, A.B., Peterhead, fracture of spine (fell down the hold, Nov. 23), Dec. 28, Taltal Hospital, Thomas Faulkner.
 Thomson, J. C., 21, O.S., Aberdeen, drowned (fell overboard), Feb. 26, sea, Woolahra.
 Tulloch, John, carpenter, Shetland, Leewick, drowning (vessel stranded), July 7, Valparaiso, Mangalore.
 Turner, John, 23, O.S., British, accident, June 22, New Somerset Hospital, Cape Town, Gowanburn.
 Tuxen. See Fuxer.
 Tweed, David, 36 or 55, A.B., Scotland, heart disease (found dead in bed), June 27, Calcutta, s.s. City of Cambridge.
 Tyer, Sheikh Ebrahim Mahomed, 53, fireman (Lascar, on Asiatic agreement), British Indian, chronic bronchitis, Mar. 29, sea, s.s. Kerwela.
 Unknown, cook, vessel missing since Mar. 9, English Channel, Agnes.
 Unknown, boy, vessel missing since Mar. 9, English Channel, Agnes.
 Unknown, 14, stowaway, Antwerp, drowned (vessel lost through collision), July 6, off Dover, s.s. Dunholme.
 Upshell, Robert, 25, A.B., Poole, fell overboard; drowned accidentally, June 20, Forcados River, s.s. Boma.
 Vass, John, 17, O.S., Invergordon, fell overboard and was drowned, May 15, sea, Return.
 Verburg, Jacobus, 15, cook, Dordt, Holland, drowned (vessel stranded), Mar. 9, off Dungeness, Hugh Barday.
 Verstraten, Ht., 16, mess-room steward, France, drowned (vessel lost through collision), July 6, off Dover, Dunholme.
 Victor, Bequet, 40, A.B., Havre, consumption and rupture, April 2, sea, Zulu.
 Walters, John Christopher, 40, A.B., New York, ascites, April 28, hospital, Melbourne, Saint Monan, dis. Jan. 15.
 Walther, R., 26, June 10, sea, Lottie Stewart.
 Watson, Joseph, Jamaica, April 15, Pernambuco, Solfron.
 Webber, Edwd., 18, O.S., Penarth, yellow fever, June 14, Rio de Janeiro, County of Yarmouth.
 Webster, John W., deck hand apprentice, Mar. 11, Scarborough, Leiding Star.
 White, John, A.B., Dublin, drowned (vessel stranded) July 7, Valparaiso, Mangalore.
 Wiedenbruck, Henry, 29, A.B., American, Jersey City, New York, fell from aloft, Jan. 15, sea, Montreal.
 Williams, A., 53, A.B., Scotch, Feb. 15, sea, Hartfield.
 Williams, Charles, 21, A.B., Sunderland, drowned, July 13, Hamburg, Consent.
 Williams, Evan, 40, master, Portmadoc, vessel missing since March 30, sea, Harry Keslake.
 Williams, Owen Lewis, 20, O.S., Port Dinorwic, missing; supposed drowned, Aug. 3, Menai Strait, Lyon.
 Wilson, Fred, 30, carpenter and boatswain, Norway, drowned (carried overboard by a heavy sea), May 21, sea, Wildwood.
 Wood, Alexr., 23, fisherman, Scatraw, Kincardineshire, drowned (coat capsized in a squall), July 27, off Downies, Kincardineshire, Rose in June.
 Wood, George A., 23, A.B., Kent, typhoid fever, July 31, Swansea Hospital, Vigil, dis. June 17.
 Woodhouse, G. F., 17, boy (first voyage), Lowestoff, yellow fever, May 17, Rio de Janeiro, Alumbagh.
 Wright, Edward, 32, 1st engineer, Constantinople, yellow fever, May 4, Rio de Janeiro, Lemuria.
 Yaw, Ah, 30, fireman (Lascar, on Asiatic Agreement), Chinese, cholera, March 21, Singapore, Hydra.
 Young, Robt., 19, O.S., Belfast, fell from main upper topsail yard, April 30, sea, Polly Woodside.

Zielke, E., 23, A.B. (sub.), Germany, back broken, April 21, Hospital, Portland, Or, Port Carlisle.

OFFICIAL CORRECTIONS.

In list for July, instead of Magawby, insert Magawly. Instead of Whitfield, J. W. S., 74, insert Whitfield, J. W. S., 17.

In list for June, instead of Unknown, insert Verburg, Jacobus, 15, cook, Dordt, Holland, drowned, March 9, off Dungeness, Hugh Barday.

ALLEGED ATTEMPTED MURDER.—At Whitehaven, on Sept. 28, a coloured man, named Prince Lord Thompson, 20, sailor, belonging to Texas, was charged with attempting to murder Angelo Lazario, Austrian seaman, on board the brigantine *Alpha*, at Whitehaven. The captain's son stated that before he turned in to sleep the prisoner came to him and said, "I think I'll kill Lazario to-night, to get his money and have a good time of it." Witness did not think that the prisoner was in earnest, and accordingly went to sleep. About 4 o'clock in the morning witness was awakened by hearing the prisoner hitting Lazario with a heavy iron bar. The prisoner asked witness to put the lamp out, but, instead of complying, witness went and aroused the captain and mate. When the captain and mate appeared on the scene the prisoner said that Angelo was dead, adding, "He struck me, and I struck him; don't say anything, I'll soon get him out of this." Lazario was found with his throat cut, and with several wounds upon him. The prisoner's knife and the iron bar were lying near the wounded man. While the captain went for the police the prisoner escaped, but after an exciting chase he was captured. Prisoner was committed for trial.

ALLEGED UNSEAWORTHINESS.—At the West Ham Police Court on Sept. 28, before Mr. Baggallay magistrate, Walter Kennedy Bayfield, the master of the British steamer *Boston City*, was summoned by John Davies, a donkeyman, who sought to recover £7 8s. 3d., alleged to be due to him for a month's wages at £5 10s., and overtime at 9d. per hour. There was a similar summons against defendant by Cornelius Donovan, a fireman; and William Edward Ward, described as one of the Seamen's Union, sued Captain Bayfield to recover £17 10s., a sum made up of amounts named in advance notes given to seven of the crew of the *Boston City*, dated July 7, and made payable on July 25 last. Mr. T. W. Brown appeared for the complainants, and Mr. H. Holman was for the defendant. The case was of interest on account of the extraordinary allegations made as to the unseaworthiness of the *Boston City*. The first case entered upon was that of Davies, who said that on July 7 last he signed articles for a voyage in the *Boston City*, his wages being fixed at £5 10s. a month, and overtime at 9d. an hour. They went first to Hamburg, arriving there on July 12. During the voyage witness noticed that the donkey-engine was defective; he had to lash it with copper wire and steel wire, and at the same time had to stand by in case the fly-wheel should give way. The condenser was very loose, and every revolution made the engine lift from five to six inches. The engine-room was nothing but a marine store. At Hamburg some repairs were done, and a general cargo was taken on board. The men on board did the repairs. They left Hamburg on Wednesday afternoon, the 23rd, and while in the river the vessel came in collision with another. They arrived at Newcastle on the 26th, and here the crew requested the captain to have a survey. At first he said he would, but afterwards refused, and then all the crew left. Witness did not know whether they had permission to take their clothes, but they took them. Donovan swore that the ship could not be managed by the engineers or by anybody else. Mr. Baggallay: Were you not ordered by the Union to leave the vessel? Witness: Not then. Mr. Brown: Did you consult the Union before you left the ship? Witness: Oh, yes. Mr. Baggallay (to Mr. Brown): It is so obvious what the case is. Unless you can get much more evidence than you have I shall not act. It is a very serious charge you have made against the owner of the ship, that the whole crew left on account of her unseaworthiness. Have you any more witnesses to call now? Mr. Brown: No, sir. Mr. Baggallay: I dismiss the case with costs. Donovan's case was withdrawn. The summons against Captain Bayfield by W. E. Ward in respect of the seven advance notes was eventually dismissed, and Mr. Holman said that, though he would forego costs in the other two cases, in this he would not, as Ward was described as of the Seamen's Union. Costs were allowed against Ward, the amount fixed being £3 12s. 6d.

SEAFARING MEN SHOULD JOIN WITHOUT DELAY,

AT
REDUCED ENTRANCE FEE,

SAILORS AND FIREMEN'S UNION

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Telegraphic Address: "AGITATORS, LONDON."

PRESIDENT:
SAMUEL PLIMSOLL, Esq.

Among the chief objects of this powerful Union are:—

- To obtain reasonable Hours of Duty, and maintain a fair rate of wages;
- To provide for the safety of Ship's Work;
- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

- AARHUS**.—A. Nielsen, Agent, Office, 21, Nørregade.
ABERDEEN.—Jas. C. Thompson, 49, Marischal-st., sec.; J. S. Watt, Esq., advocate, 7, King-st., law agent. Meeting, in office—contributions, 7 p.m.; business, 8 p.m., Monday.
AMBLE.—G. H. Guthrie, 1, New Bridge-street, via Ackington, sec.; John Mathews, Steamboat Inn, Amble Harbour, treasurer.
AMSTERDAM.—H. Wienhuizen, Waterloo Plain, secretary.
ARBROATH.—J. Wood, 17, Ferry-street, Montrose.
ARDROSSAN.—J. McMurray, Jun., 59, Glasgow-street.
ARKLOW.—P. Bolger, Main-street.
BARFLEIGH.—R. Barlow, Fife-street, agent.
BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
BARRY DOCK.—J. Harrison, Kingsland-crescent, sec.; J. H. Jones, Esq., solicitor; Dr. Gore, medical officer, Barry-rd., Cadoxton; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday, 7.30 p.m., at Barry Hotel.
BELFAST.—P. Clibbett, 41, Queen-square, sec.; S. M. Shaw, assistant sec.; Jas. Newell, outside delegate. Meeting, Thursday, 7.30 p.m., at office.
BERGEN.—Johannesen, sec., Socialistisk Arbeider, Forening. Meeting, Wednesday, 8 p.m.
BIRKENHEAD.—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr, outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Monday at 7.30.
BLUTH.—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.
BO'NESS.—Charles Campbell, Albert-buildings, sec. Meeting, Monday, 7 p.m.
BOSTON.—Mr. Symonds, Castle Tavern Church-street, agent.
BREMENHAVEN.—F. Fintchens, Buergermeister Sinit Strasse, secretary.
BRISTOL.—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square treasurer; C. Jarman, delegate. Meetings Monday, 7.30, at The Ship, Redcliff Hill.
BUCKLE.—John Calder, Baron's-lane, agent.
BURGHAD.—John Harry, Grant-street, agent.
BURNTISLAND.—J. Moodie, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.
CARDIFF.—John Gardner, district secretary for Bristol Channel, Pelican Club, Custom House-st.; F. Wilson, Branch secretary; George Denning and Edward Holbeck, delegates; Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.
COPENHAGEN.—Office, 11, Harnegade. Meeting, Wednesday, 7 p.m.
CORK.—T. H. Clark, 18, Anderson's Quay, sec. Meetings, Monday and Friday, 5.30 p.m. A. Blake, Esq., Marlborough-street, solicitor.
CHRISTIANIA (Norway).—Olaf Olsen, branch secretary, 2, Raahusgaden. Meeting, Wednesday, 8 p.m.
DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.
DROGHEDA.—R. Nugent, 15, Peter-street, agent. Meeting, Friday, 7.30 p.m.
DUBLIN.—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.
DUMBARTON.—J. McNee, Kirk-street, agent.

- DUNDALK**.—L. Eevers, Quay-street, secretary. Meeting, Tuesday and Thursday.
DUNDEE.—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.
DUNGARVAN.—J. W. Shaw, Bridge-street.
FLEETWOOD.—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.
FRASERBURGH.—Alexander Noble, 27, Firthside-street, agent.
GABSTON (Sub-Branch).—W. Wilkinson, agent, 8, St. Mary's-road.
GLASGOW.—Robt. McBride, secretary, 13, James Watt-street; R. A. Rennie, Esq., law agent, 146, Regent-street; Messrs. Hillon, Baird, and Hill, outside delegates. Meeting, Monday, 7.30, at 102, Maxwell-street. Committee meeting every Friday, in Branch Office, at 7.30. Telephone 3184.
GLASGOW (South Office).—A. Thomson, assistant secretary, 18, Plantation-street. Office hours, 9 a.m. to 6 p.m., and till 2 p.m. Saturdays.
GLOUCESTER.—A. E. Evans, 1, Raglan-terrace, Sudbrook, secretary.
GOOLE.—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.
GOTHENBURG.—A. Bruce, secretary, No. 31, Stigbergsgatan. Meeting, Wednesday, 8 p.m., in Bergsgatan 24.
GRANGEMOUTH.—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.
GRAVESEND.—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
GRAYS.—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.
GREAT GRIMSBY.—Wm. Bennett, Unity House, 1, Kent-st., secretary; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
GREAT YARMOUTH.—Charles Swanbrow, 69, South Quay. Meeting at office Monday, 7.30 p.m.
GREENOCK.—G. McNaught, 16, East India Breast.
HAMBURG.—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.
HARWICH.—J. Ayton, secretary, Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.
HULL.—T. Carr, Unity Hall, and Office, 11, Posterngate, secretary; A. Clark, and W. Brown, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. New Office opened in Hotham-st., near the Bridge, Alexander Dock, Hedon-rd. Office hours, 12 to 4. Steam Trawl Engineers' Branch, 65, West Dock-avenue; J. G. Runnacles, secretary. Meeting, Monday, 2.30 p.m.
KING'S LYNN.—Wm. Bennett, Seamen's Union Offices, St. Ann-st., sec. Meeting, Monday, 8 p.m., at Royal Standard, County Court-road.
LEITH.—James Brown, 15, Commercial-street, (opposite Shipping Office), sec.; W. J. Haig Scott, Esq., S.S.O., solicitor; Gilbert Archer, Esq., J.P., treasurer. Meetings, Thursday, 7.30 p.m., in Labour Hall, 77, Shore, Leith. Telephone 555.
LIVERPOOL.—W. Spence, 23, Burgh-road, secretary.
LIVERMICK.—F. Reynolds, agent, 24, Windmill-st.
LIVERPOOL.—H. R. Taunton, 8, Price-street, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, solicitor. Meeting, Monday, 7.30 p.m., at 8, Price-st. Telephone 2296.
LIVERPOOL.—John William McGovern, sec., 12, Boundary-st., North End, close to Shipping Office. Meeting, Wednesday, 7.30 p.m.
LIVERPOOL (Collecting Branch).—R. Price, 35, Mills-st., agent. Members may here enrol for, or pay contributions for the Liverpool Branch.
LONDON (Rotherhithe and Deptford Branch).—J. Garvie, 2, Chichester Villas, Lower-road, Deptford, secretary. Meetings, Monday and Thursday, 7.30 p.m., at Chichester Tavern.
LONDON (Tidal Basin).—F. Fowler, opposite Shipping Office, Tidal Basin, E., sec. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214.
LONDON (Tower Hill).—J. Donovan, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday, 8 p.m. Telephone, 11,167.

- LONDON (Green's Home Branch)**.—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; A. Palmer and P. Power, delegates; agent at Millwall, Chas. Wheeler; Dr. Hope, medical officer. Meeting, Tuesday, 8 p.m., School-room, Plimsoll-street, Poplar. Telephone 5213.
LONDON (Tug-Boat Branch).—G. Donaldson, 10, Cold Harbour, Blackwall, secretary.
LOWESTOFT.—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.
LONDONERRY.—A. O'Hea, secretary, Union Office, 99, Foyle-st. Meeting, Wednesday, 7.30 p.m.
MALMO.—Axel Danielson, Nörregation No. 3b.
MARYPORT.—F. F. Gant, Elliott yard, Senhouse-street, secretary. Meeting Monday, 7 p.m.
METHIL.—Wm. Walker, Commercial-street.
MIDDELSBRO'.—George Cathey, Robinson's Market Hotel, Market-place, sec.; Dr. Ellerton, 38, Gosford-st., medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; W. Gilchrist, 3, Hopper's-yard, Commercial-st., delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone, 5127.
MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.
NAIRN.—Clarence Howe, Ythan Cottage, agent.
NEWCASTLE-ON-TYNE.—T. Dunn, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Eliason place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, in office, 7 p.m.
NEWPORT (Mon.).—F. Gilman, 31, Ruperra-st., sec.; Dr. Pratt, Ruperra-st., medical officer; Digby Powell, Esq., Dock-st., solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday, 7.30 p.m., Tradesmen's Hall, Hill-st.
NEWRY.—James J. Conaghy, agent, 6, Edward-street. Meeting, Wednesday, 2 p.m., at N. U. of D. L. Hall, 45, Castle-street.
PETERHEAD.—Edward Buchan, 11, Port Henry-road, sec. Subscriptions every evening 6 to 9 p.m. Monthly meeting, U. P. Hall, first Thursday of the month.
PLYMOUTH.—F. Anderson, Trades Union Hall, Notte-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meeting, Tuesday, 7 p.m., at office.
PORT GLASGOW.—G. McNaught, 16, East India Breast, sec.
PORTSOY.—J. Barlow, c/o Mr. Bannymann, School, Hendry-street, agent.
PORTSMOUTH.—John Farquharson, secretary, 33, Amelia-street, Landport.
ROTTERDAM.—Geo. Dale, secretary, 2, Wester Kade, near Sailors' Home and Shipping Office. W. Sprow, organising secretary.
SEAHAM HARBOUR.—Richard Kaine, Duke of Wellington Hotel, Railway-street, South.
SHARPNESSE.—See Gloucester.
SHIELDS (South).—D. Clement, Seamen's Union Hall, Coronation-st., sec.; J. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; R. Jacks, Esq., 72, King-st., solicitor. Meetings, Monday and Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary; E. Blandford, night watchman at waiting rooms, Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.
SHIELDS (North).—Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.
SOUTHAMPTON.—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.
STOCKTON-ON-TEES.—E. Page, sec. Meetings, Monday and Friday, at 7.30 p.m., in the Palatine Hotel.
STORNOWAY.—J. Macaskill, secretary, 11, Point-street. Meeting first Tuesday in the month, in the office, at 8 p.m.
SUNDERLAND.—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.
SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.
WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.
WATERFORD.—J. Sullivan, 82, Quay.
WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.
WEXFORD.—P. O. Dwyer, Main-street.
WICK.—A. Millar, 35, Bank-row, Pultneytown, agent.
WICKLOW.—Thomas Gregory, Main-street.
WHITBY.—Paul Stamp, agent, Fleece Inn.
WHITSTABLE.—J. Wildgoose, Harbour-street, secretary; J. Tooke, Faversham, agent.
WHITEHAVEN.—F. F. Gant, Maryport.
WORKINGTON.—F. F. Gant, Maryport.
YOUGHAL.—J. Collins, Browle-street.

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SAILORS' AND FIREMEN'S UNION NOTICES.

SOUTH SHIELDS BRANCH.

Members arriving in the Tyne must take the responsibility of being backed out of their ships if they do not have their cards with them, or are in arrears. Anyone in arrears through misfortune calling at the office will be received with civility, and arrangements made so that they can regain their former position.—D. CLEMENT, Secretary.

TOWER HILL BRANCH.

The handsome new silk banner of the above Branch will be unfurled at the Foresters' Music Hall, Cambridge Heath-road, on Friday, October 9, by S. Plimsoll, Esq., president of the Union. Members from all Branches are cordially invited to attend. For further particulars see bills and posters.

DUNDEE BRANCH.

To C. Wright, 7, Robert-street, West India-road, Limehouse, London, or anyone who may know his whereabouts, please communicate with this Branch, as his services are required here.—C. W. MILLAR, Secretary.

LIVERPOOL (No. 1 Branch).

On and after October 1, telegrams from other Branches must be reply-paid, otherwise the same will only be answered in the ordinary course by post card or letter.—By order of the Committee, HENRY R. TAUNTON, Secretary.

COPENHAGEN BRANCH.

C. R. Czarnewsky, 11, Havnegade, secretary; H. Olsen, outside delegate. Meeting, Thursday, 7 p.m. All English brothers are cordially invited.

(For continuation of Notices see page 15).

Seafaring.

SATURDAY, OCTOBER 3, 1891.

UNITY VICTORIOUS.

There is such important work to be done at the annual meeting of the Sailors' and Firemen's Union, which will be held next week, that most seafaring men are thinking of that gathering and discussing its probable results. If the various Branches of the Union have, as on former occasions of the kind, sent good men and true, as we do not doubt they have, to do the work, the results can hardly be otherwise than beneficial to the Union. Meantime it is important to remember certain things, as, for instance, that, to proceed with the work in a business-like fashion, each delegate must yield loyal obedience to the ruling of the chair, remembering that others besides himself wish to be heard, and two cannot speak at once. Another point is that it is good to discuss some things in the presence of the press, and other things in private. When the millennium arrives, and shipowners are all blameless men, then the Union may become a mere Benefit Society. As matters stand, it is a fighting Union as well as a Benefit Society, and while it continues so it is not wise to take the enemy into confidence in all things. It is therefore to be hoped that the delegates will be on their guard against persons who will try to pump them on the subject of such private consultations as may be held in the course of the proceedings. That the delegates will feel how full of responsibility their duties are we do not doubt, nor that, as on all former occasions, they will rise superior to all personal feeling or little jealousies, and think only of the seamen's cause entrusted to their deliberations, on which so much depends. Some of our correspondents have recently lost their temper, and seemed inclined to fall foul of others who did not agree with their views. It is to be hoped that the delegates will, as on former occasions, steer clear of anything of that kind, and seek to answer by facts and fair argument any who differ from them, rather than impute unworthy motives to those who do not agree with them on all points, remembering that each delegate is believed by those best able to judge to have the cause at heart, otherwise he would not be a delegate to the annual meeting which is entrusted with so much power.

Next in interest to seamen as to what the future may have in store for the Union is the last annual report of that organisation, from which it appears that last year's income was £74,457 13s. 9d., and the capital account shows that the balance in the

treasurer's hands at the beginning of the financial year was £31,008 14s. 4d. The general secretary in the course of the report says:—

In 1887, when the Union first started, the wage in many ports were £3 5s. for sailors, and £3 10s. for firemen. To-day, in the same ports, sailors are earning £4 10s., and firemen £1 15s. to £3 per month, an advance equal all round to 25s. per month, for which members are only asked to subscribe 2s. per month, leaving a clear profit of 23s. In the weekly boats, in 1887, the highest wages paid to sailors and firemen was 25s., and in many of the coasting steamers this was not permanent, as on making a voyage to London and returning to the loading port, the crews were paid off until the vessel was ready for sea again, which meant on an average the wages did not amount to 20s. per week. At the present time the highest wage paid is 32s. 8d. per week, and the lowest 23s., giving a mean average of 30s. 4d. per week, but I may add the lowest (28s.) is paid in very few, and they are boats which, previous to the formation of the Union, only paid 23s. and 21s. per week. Moreover, in addition to securing this substantial increase, the crews are now kept on pay no matter how many days the vessel may lie in harbour, so that men in weekly boats have gained through their Union close on 6s. a week, and after paying thereat their contribution of 6d., leaves them a clear benefit of 5s. 6d. weekly.

It appears from the figures that in sick pay the Union has spent over £1,000 during the past year, and in strike pay £5,504 6s. 8d. Shipwreck claims have amounted to nearly £1,000, and £4,000 has been spent in law charges, which must necessarily be costly till all seafaring men are organised in the Union, when owners will come to their senses and not put men to the trouble and expense of litigation, as they at present do on every opportunity. With reference to the question of overloading the report states:—

We have also put a check on overloading. Every Union man is in the position of a Board of Trade official. If he finds his vessel unseaworthy, he can at once communicate with the secretary of his Branch, who is in touch with the head office, by whom the matter is brought under the notice of the Board of Trade, and I am prepared to say we have done more to check unseaworthiness during the past eighteen months by the efforts of the Union than twenty years of Government would have effected.

Naturally such a satisfactory report has pleased the members of the Union. Equally naturally it has infuriated the shipowners, and one of their organs, which is the mouthpiece of the Shipping Federation, is savage over it, suggesting that the seamen who stick to the Union and keep it going should give it up. This veracious shipowners' paper has the audacity to assert that the members of the Union have only benefited to the extent of £8,000 by keeping the Union up, while the fact is that more than that has been expended merely on sick pay, legal benefit, strike pay, and shipwreck benefit. The shipowners' paper says that it has cost some £23,000 to work the Union, and treats that as money lost by the seamen, while the fact is that each seaman having got his pay increased by £1 per month on the average, the seamen have got increased wages amounting, in the aggregate, to over a million pounds sterling by that expenditure. The wrath and fury of the shipowners is therefore easily understood. A million pounds sterling is a large sum to pay in extra wages, and when owners have been forced to pay it by the Union, it is only human nature that they should hate the Union. The more they and their papers revile it, the more clearly is the value of the Union to the seamen demonstrated. Except the satisfaction of the seamen themselves with the annual report of the Union, no greater compliment could be paid it than the wrath of the shipowners.

SPREADING THE LIGHT.

MEETING AT GLASGOW.

A special meeting of the seamen and firemen of Glasgow was held in the Typographical Hall, 102, Maxwell-street, on Monday, Sept. 21, 1891, to hear an address from Mr. E. Cathery, organising secretary of the Union, on "The aims and objects and present and prospective position of the Union." Mr. Cathery was supported on the platform by Mr. A. J. Hunter, Trades Council, Glasgow; Mr. G. W. McNaught, Greenock; and Mr. McBride, local Branch secretary. Mr. McNaught occupied the chair, and in introducing the speaker of the evening dwelt at some length on the important place the subject of Trades Unionism now occupied in the social life of the working classes.

Mr. Cathery, in rising to address the audience assembled, met with a very hearty reception, and in the course of his remarks referred to the great improvements which had been instituted in the condition of seamen in respect to increase of wages, and the general comfort and safety of life which had been secured to those who go down to the sea in ships since the inception of the Union. Going back, he said, but four years, it was marvellous to reflect on the progress which had been made in the matter of wages alone. In 1887 the wages were in sailing ships as low as £2 5s. per month, standard wages in steamers for sailors and firemen averaged £3 10s. No wonder, he remarked, than men should become reckless and dissolute in their habits when they reached port after undergoing all the perils of their calling, working at such starvation wages, lodged like hogs, and fed like dogs on putrified meat which had been returned from Government stores as unfit for human food, after being half a dozen years stored up in one of our military depôts abroad. Comparing this state of things with the present we had just room to congratulate ourselves on the good work already accomplished by the pressure brought to bear on the parties responsible for this disgraceful trafficking with the lives of seamen in their food supply. He paid a well deserved compliment to the seamen's friend and the distinguished president of the Union, Mr. Plimsoll, for his untiring efforts in abolishing this debasing state of affairs. At the present time it was our proud boast that wages had been increased by 30 and 40 per cent., making it possible for a man to maintain his wife and family in comparative comfort, and helping at the same time to largely raise his own standard of self respect, as a recognised unit of social life. Referring to the provision scale, he ridiculed the argument used by shipowners and their friends of the press, that it would be impossible to have a fixed Parliamentary scale drawn up, and instanced the facilities which existed for carrying a sufficient supply of fresh and wholesome provisions during the longest voyages, concluding his remarks on this point by a graphic and laughable account of the standard scale exhibited in the Seamen's procession at the late Trades Congress at Newcastle. Speaking of the many devices resorted to by shipowners to defeat the aims of the Union, he casually remarked that a favourite hobby of theirs was to entice men from distant ports under false pretences, and when they had arrived penniless and dependant, gave them what

wages they choose, which ruse, he regretted to say, was but too often successful through the disconsolate ones being unable to help themselves out of the difficulty. The wages once reduced in this way were then held out to the next ship's crew who presented themselves, by the shipping master, as being the wages of the port, and in confirmation of the statement the articles of the last ships which signed were produced to the unsuspecting crew. Thanks to the Union, these little tricks are fast diminishing, and he counselled everyone present to zealously stand by the Union—pay up their back arrears. Those who were not already members he invited to join at once, and so secure that independence which made them indifferent to such despicable methods of befooling them into such clandestine engagements. (Applause.) Union officials were only too glad at all times to succour and assist members in such cases, and much good work had already been done in that direction, but they must bear in mind that money was the all-powerful lever to successfully carry out such projects. It was the shipowner's fetish to secure his ends; let it be theirs to secure their rights. (Hear, hear.) Mr. Cathery then spoke of the paramount importance of all sections of the working classes uniting to secure Parliamentary representatives of their own class—men capable of dealing in a practical way with their grievances, and not dry-as-dust politicians, who get their statistics and facts from interested parties whose chief object was to mislead them as to the real grievances existing. He believed the day was not far distant when the Employers' Liability Act would be extended to seamen, and gave several illustrations from his own experience of the lives sacrificed through the present irresponsible position of owners in sending their ships to sea with gear out of order, and a constant source of alarm and danger to those who had to work it. Touching on the Eight Hours' Bill before the country, he demonstrated the crying necessity of having it extended to seamen also, and said even at present the system was being successfully worked by firemen on board ship. Why not adopt it right through the ship? If firemen could work four hours on and get off eight hours, was there any reason why seamen should not do the same? It was scandalous that a seaman should have to endure the inclemencies of the Western Ocean, through fog and rain, frost and snow, and be only allowed four hours at a stretch to undress himself, take his food, and sleep. Many a time he had seen seamen so overcome with fatigue and exhaustion that they lay down in their beds with their oilskins and sea-boots on, glad of the dismal shelter of the fore-castle, the floor of it swimming with sea-water, and water oozing through the deck overhead on their beds and persons. He concluded by referring to the Deck Load Bill, expressing the hope that it might soon become law.

Mr. McBride, in submitting the resolution, gave some valuable statistics of the present flourishing position of the Union, despite the slanders and abuse which had been heaped upon its officials by unscrupulous parties, whose only interest was to secure their own selfish ends. The resolution read thus, "That the seamen and firemen of the port of Glasgow, in this meeting assembled, hereby pledge themselves, individually and collectively, to use every means in their power to strengthen the hands of the leaders of the Seamen's Union, believing that by these means alone can we

hope to work out the emancipation of the seamen and firemen of this country, and better their conditions of labour."

Mr. Hunter, in seconding, while endorsing all that Mr. Cathery had so ably expounded, gave a brief outline of the history of the various local societies which had been promoted in Glasgow in the interests of seamen, and expressed his conviction that a national combination was the only way of successfully grappling with the many grievances which beset the seamen of this country. He humorously referred to the "Shipping Federation," and all the big talk which had heralded its inauguration, but was pleased to see that the common sense of the seamen had perceived the nefarious designs hidden under the specious promises made by that body.

Mr. McNaught, in supporting the resolution, endorsed all that had been said by the previous speakers, and on putting the resolution to the meeting it was carried with acclamation. The usual vote of thanks concluded a most enthusiastic meeting.

NAUTICAL NEWS.

At the last meeting of the Tyne pilots, held at South Shields, Mr. John Purvis and Mr. Robert Young were reappointed members of the Tyne Pilotage Committee.

The Norwegian whaling vessel *Mjolner* has been purchased by Mr. R. Kinnes, Dundee, and will engage in the fishing next season, under the command of a Dundee whaling captain.

The stewards and stewardesses of the Cunard steamer *Gallia*, have received a testimonial from the 2nd class passengers, dated Sept. 10, for their kindness and efforts to make the passage pleasant.

The Board of Marine Underwriters at Philadelphia has awarded the steam tug *Juno* 1,160 dollars, and the tug *Reliance* 100 dollars for the services rendered the British barque *Syringa*, which was destroyed by fire in the Delaware Bay, July 23.

As the ship *Sierra Cadena* was being towed out to sea when off New Brighton a man fell overboard. A buoy was thrown to the man from the ship, which he managed to obtain, and by this means was drawn alongside. He was eventually hauled aboard.

The Trinity House Corporation offer a reward of £5 to any person who will give such information as will lead to the identification of either of the vessels which fouled the Spit Gas Buoy at the entrance of the Thames on two occasions during the week ending Sept. 8, and did serious damage to it.

In consequence of complaints having been made against the crew of the Berwick lifeboat for not putting off to the wrecks at Berwick last Monday, the committee have called upon the coxswain to send in his resignation. It has also been decided to ask the churches in the town to have a Lifeboat Sunday once a year in aid of the funds.

At Leith, on Sept. 23, William Buchanan, fireman, and Benjamin Hopkins, seaman, on board the steamer *Osborne*, were charged with smuggling 43 lb. tobacco and 11 lb. 14 oz. cigars. Hopkins, who had not been previously convicted, was fined £10 or one month. Buchanan, who had been three times convicted, was fined £20 or two months' imprisonment.

A new dispensary was opened Oct. 1 in the East India Dock-road by the Committee of the Seamen's Hospital. Sailors who attend the dispensary who require treatment as in-patients will be transferred to the *Dreadnought* Hospital at Greenwich, or to the branch hospital in the Royal Albert Dock. The society is appealing for additional funds for the support of the hospitals and dispensaries.

CAPTAIN WIGGINS, the well-known Arctic explorer, has been commissioned to proceed to the river Amazon in the new steamer *Para*, at present at South Shields, and has been built for the Brazilian Government at the Elswick yard of Sir W. G. Armstrong, Mitchell & Co. She is a smart looking craft, rigged as a fore-and-aft schooner. She will shortly proceed under sail to the river Amazon, and will carry a crew of six hands. The voyage is expected to be completed in from thirty to forty days, and on arrival at her destination the vessel will be fitted with machinery.

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

At the weekly meeting of the Tidal Basin Branch, held in the usual place Friday, Sept. 18, the president, Bro. A. McAllister, in the chair, the new members for the week were admitted. Mr. E. Child came before the meeting, and stated that he wished to become a member of this Union. He had not been to sea, but had been working on a dredger at Plymouth, trimming coals. It was moved by Bro. Allen, seconded by Bro. Hayes, that we admit E. Child as trimmer, according to rule. This was put to the meeting, and carried. The minutes of last Branch and committee meeting, also the financial statement, were then read and adopted as correct on the motion of Bro. Weston, seconded by Bro. McGuire. The secretary then proceeded to read the correspondence, including a letter from head office re the election of Executive councillor, also the delegates to the annual Congress, three delegates to be elected from this Branch for the latter. There was also a letter read from South Shields, thanking us for the loan of the Neptune gear. After the correspondence had been adopted as read, the nominations for delegates for the Executive Council and Congress was proceeded with. Bro. McGrath nominated Bro. Starkey for the Executive Council; Bro. Hayes nominated Bro. Ashbury, Bro. Ward nominated Bro. Potton, Bro. Leverett nominated Bro. McAllister, Bro. Hurley nominated Bro. Allen for the annual Congress, the nominations to remain open till Friday, Sept. 25, and the election take place on the following meeting night. The secretary then read out the general secretary's annual report, which was deemed highly satisfactory by the members. A well-conducted and orderly meeting then terminated at 10.30.

At the committee meeting on Sept. 25, Bro. McAllister in the chair, Bros. J. Davis and C. Donovan came before the meeting re their case on the s.s. *Boston City*, when it was resolved to grant them 4s. per day till their case comes off, the payments to start from the 23rd. It was also resolved to attend the Dock Labourers' Demonstration to Victoria Park on Sunday, the 27th inst. Bro. Harris (delegate) was elected to represent this Branch on the North Council of the Federation of Trades. Bro. Fowler, secretary, was elected to represent this Branch on the committee re the Children's Orphanage. At the general meeting held at the school-room, Tidal Basin, Sept. 25, Bro. A. McAllister in the chair, the new members were admitted, and the minutes of last meeting adopted as correct, and also the financial statement. It was then proposed by Bro. Starkey, seconded by Bro. Brogden, that we suspend standing orders and proceed with the nomination of delegates for the Congress and Executive Council. Bros. Brogden, Ward, and King were then nominated and carried as delegates for the annual Congress, and Bro. McAllister for the Executive Council. It was then moved by Bro. Thurston, seconded by Bro. Smith, that the nominations close; this was carried. The nomination stands thus:—For Executive Council: Brother F. Starkey (fireman) and Bro. A. McAllister (fireman). For annual Congress: Bro. W. Ashbury (A.B.), Bro. McAllister (fireman), Bro. Potton (fireman), Bro. W. Ward (fireman), Bro. J. King (fireman), and Bro. Brogden (A.B.). Bro. R. Allen was also nominated, but he declined. The secretary then stated we would have to elect three delegates to sit on the reception committee to receive the various delegates for the Congress. Bros. Ward, Canpain, Davis, Pitt, King, and Young were nominated; and and from the six, Bros. Pitt, Young, and Canpain were elected. The correspondence was then read out and accepted as correct, after which it was proposed by Bro. Brogden, seconded by Bro. Smith, that in future this meeting open at 7.30 p.m. and close at 10 or later at the members' option. This was put to the meeting and agreed to. After a complaint had been brought forward by one of the members, the meeting adjourned.

In connection with the annual general meeting which is to be held in London, Oct. 5, and following days, a meeting of the Reception Committee was held at the head offices, 19, Buckingham-street, Strand, on Tuesday evening, Mr. J. H. Wilson (general secretary) in the chair. There were also present Mr. F. Fowler, Mr. Palmer, Mr. Wheeler, Mr. Pitt, Mr. Kaylor, Mr. Canpain, Mr. Weller, and Mr. Young. The general secretary announced that the Congress would be opened at 2 o'clock on Monday, in the Essex Hall, Essex-street, Strand. It was decided that the general secretary should

write the various Branches who have banners, asking them to forward same to London, and that Messrs. Fowler, Wheeler, and Kaylor be appointed to look after the banners coming from a distance. It was resolved that Mr. Wheeler and Mr. Fowler should arrange for the loan of banners from other Unions and Societies in London, all banners to be at the Essex Hall as early as possible on Monday morning. It was resolved that there should be appointed two doorkeepers and one messenger, one to be appointed from each of the London Branches—viz., Tidal Basin, Green's Home, and Tower Hill. It was also resolved that members of the Union should be admitted to the Congress as spectators by ticket. It was proposed, seconded and carried unanimously that a banquet should be given to the delegates attending the Congress, and that any official or member of the Union (not a delegate to the Congress) can attend the banquet on payment of 4s. for a ticket, the banquet to take place on Tuesday evening, at 8 o'clock, at the Holborn Restaurant. The general secretary announced that he intended writing several Cabinet Ministers and members of Parliament inviting them to be present at the banquet. It was resolved that the general secretary should write the manager of the Royal Naval Exhibition, with a view to arranging for the delegates to visit the exhibition on Wednesday. It was also resolved that Mr. Wheeler should see the proprietor of the Queen's Music Hall, and inquire if he would be disposed to give the delegates an entertainment on Thursday evening. It was also resolved that all delegates should meet at Gardiner's Corner, Whitechapel-road, on Friday evening, Oct. 9, at 7.45 sharp, and march in procession, headed by bands and banners, to Foresters' Hall, when the new silk banner for Tower Hill Branch will be unfurled. The committee will meet to make final arrangements on Thursday night, at 7.30, at head office, 19, Buckingham-street, Strand.

The usual weekly meeting of the Tower Hill Branch was held at 465, Commercial-road, E., on Thursday, Sept. 24, Bro. Marsden, vice-president, and a large attendance of members being present. The secretary reported five new members enrolled, and they having shown the necessary qualifications, were duly admitted as members of this Branch. Minutes of last meeting, financial statement, and correspondence, were next submitted to the meeting, and after some discussion, were adopted. The secretary reported having waited with a deputation on the Green's Home Branch with reference to the unfurling of the Tower Hill banner. They were cordially received, and were promised every assistance from that Branch in making it a success. The election for delegates for the annual Congress next took place, when Bros. Fegan and Allison were unanimously elected to represent the Branch at the Congress. A reception committee was then formed to work in conjunction with the other Branches to form a reception committee. After the routine business of the Branch had been transacted, with the usual vote of thanks to the chairman, the meeting adjourned.

At the usual weekly meeting of the Green's Home Branch, held at Pimlico-street, Sept. 29, at 8 p.m., Mr. A. Macrae in the chair, the weekly cash account was ordered to be signed by the chairman as correct. It was proposed by Bro. Lyons, and seconded by T. Hill, that we attend the Ballast Heavers' demonstration next Sunday with band and banner; carried. Proposed by Bros. Griffiths and Williams that we attend Tower Hill Branch demonstration with banner; carried. The result of the ballot for three delegates to attend annual general meeting was as follows:—J. Beattie 103, J. Smith 101, T. Byrne 83, O. Curtis 82, T. Hill 64, J. McDermott 58. On account of H. McDermott being unable to follow his work through an accident he was relieved to the extent of £2. Mr. T. Hill was appointed from this Branch to act as doorkeeper to the Congress. Mr. J. Weller was appointed to act on the reception committee, Mr. Palmer also to act on the same committee in place of the secretary, whose Branch duties require his attention. The alteration of rules was fully gone into, the suggestions from Newport and Grays being approved of and the delegates fully instructed. A special meeting was to be held on Friday evening to give final instructions to delegates. A good business meeting was brought to a close at 10.30 p.m.

MERSEY DISTRICT.

The weekly Branch meeting of the Liverpool No. 1 Branch was held on the 28th inst. There was only a moderate attendance of members. The chairman being absent, Mr. M. Mulhoney was elected to the chair, supported by Mr. McKenna. The minutes of last meeting having been dealt with, the correspondence and balance sheet was next proceeded with, after which the election of

delegates for the annual Congress was taken. At the last meeting it was decided to vote by ballot, three members having been nominated, but since then one member has gone to sea on a long voyage, so that there remain only the required two, and, there being no other nominations, Messrs. P. Bernard and T. Richards were declared duly elected. They are both respectable and steady members of the Union, with their heads screwed on the right way, and it is to be hoped they will reflect credit on their Branch, and do good work for the Union. For the position of Executive councillor, Messrs. A. J. Candler and Mr. T. Richards were nominated for the suffrages of the annual meeting. Several vacancies having arisen on the Branch committee, Messrs. J. Bernard, P. Monaghan, T. Golightly, and McKenna were elected to serve on the committee. The subject of a public meeting was discussed, after which the district secretary addressed the meeting at some length on parliamentary and municipal labour representation, and announced that he had been chosen by the local trades council to contest one of the wards in the labour interest, after which the meeting adjourned.

The usual weekly meeting of the Birkenhead Branch, took place on Monday, 28th ult., Mr. John Griffiths presiding. The minutes of the previous general meeting having been read and adopted, together with the correspondence and financial statement for week ending Sept. 26, whereupon the names of new members enrolled during the week were submitted and accepted. It was decided, on the motion of J. Harrington, seconded by H. Stading, that the nomination for delegates to attend the annual general meeting, close, whereupon Messrs. Harrington and Fyfe were appointed scrutineers to conduct the balloting in the election of delegates. On the ballot being taken, and carefully scrutinised to the entire satisfaction of the meeting, the result was as follows:—Mr. Thomas Elcock, 6; Mr. James Farrel, 18; Mr. John Griffiths, 20. Messrs. Griffiths and Farrel were therefore declared duly elected. Messrs. Peter McDougal, H. Hall, and Thomas O'Connor, were then appointed as special committee to examine the proposed alteration of rules, and give the delegates instructions prior to their departure for London to attend the annual general meeting. It was decided, on the motion of T. O'Connor, seconded by Denis Sheils, to obtain 500 copies of the annual financial statement of 1890, for distribution among our members at home and abroad, whereupon the secretary brought under the notice of the members the steps that are being taken by the Trades and Labour Council of Liverpool in order to raise funds to carry on the campaign at the municipal election in November, with a view to securing the return of the labour candidates already selected, when he trusted the various trade societies, and others who are in favour of labour representation, would not be wanting when the time arrived in their efforts to secure the triumphant return to the council chamber of Birkenhead of the nominees of the labour party, feeling sure that the friends of labour in Liverpool and district would make themselves worthy of the name by having their men at the head of the poll in November, not forgetting our old friends in Bootle-on-the-Marsh.

During the past week there has been great stir and activity at the North docks, and prominent personages at paying off ships were the officials of the Bootle Branch. The secretary (Mr. Connarty) with cheque-book and pencil in hand busily engaged in writing down members' contributions or enrolling new recruits, and pocketing the "merry shillings" as fast as he can, while the energetic and busy delegates, Messrs. Ham and Murphy, are bringing intending backsliders to the front to pay up, watching every gangway to see that none escape, and rallying up the backward with cheering words. Many members who have allowed themselves to fall into arrears have been once more brought up to the scratch by these able men, and mainly through their efforts the Branch is once more beginning to look like itself. The income increases week by week, and gradually a very substantial bank account is being built up. Nearly every ship that sails out of the north end carries a Union delegate who takes the names and numbers of every member of the crew, and on the return to Liverpool, they bring up these names and so the Union is enabled to see what men are in what ships, and how far they are in arrears. Another scheme which has been of great benefit to the Union is that of making up bundles of SEAFARING, and sending them away in the ships for the crew to read on the voyage. On the arrival of the vessels in foreign ports the ship's delegate takes a bundle of SEAFARING and distributes them in the haunts of seamen, thus making that valuable little craft a known and welcomed one in all parts of the globe. The secretary of the Bootle Branch has at frequent intervals

had letters from the secretaries of various institutes and homes for seamen, thanking him for sending the papers. In fact, there is scarcely a port in the known world where your newspaper cannot be found always surmounted by the Bootle Branch stamp. On Tuesday evening last, the weekly meeting was held, and at 7:30 Mr. Jno. Lynas, vice-president, took the chair, and Mr. E. Edwards the vice-chair. Upwards of seventy members were present at the start, and kept increasing as the time went on. The usual routine was first gone through, then the election of the delegates to the annual general meeting was proceeded with. The nominations were, Mr. E. Edwards, Mr. E. Pritchard, and Mr. John Lynas. Messrs. Edwards and Lynas were elected finally. The meeting also decided that a special meeting be held on the 30th ult. for the purpose of instructing the delegates. The secretary then reported the death of a member, W. Melendy, who through alleged carelessness on the part of some persons, fell down the hold of the s.s. *Gallia*, the hatchway being left unguarded. The secretary explained that he had received orders to proceed by law, on behalf of the widow. The meeting decided that a public accountant be employed to do last quarter's audit. A lot of discussion took place about the coming municipal election, and finally the meeting adjourned.

GLASGOW BRANCH.

The usual weekly general meeting of the Branch was held on Wednesday, 23rd ult., in consequence of a special meeting being held on the ordinary business meeting night to hear an address from Mr. E. Cathery, organising secretary, which is fully reported on page 10. Mr. James McQuillan, president, in the chair. After the usual routine business of reading minutes, weekly balance-sheet and correspondence had been disposed of, a lengthy discussion ensued on the appointment of delegates to attend the annual Congress at London, but the attendance not being considered sufficiently representative it was unanimously agreed to defer their selection until next meeting. During the various discussions of the evening, in which an ex-official took a leading part, the spirit of reform in managing Branch affairs in future was heartily manifested by the enthusiasm displayed by all the speakers in having every item of business thoroughly explained and thrashed out. It augurs well for the future prosperity of the Branch to see members taking so active an interest in their own affairs, and so long as their inquiries and suggestions keep within the bounds of the rules of order, and do not degenerate into personal squabbling for the sake of airing their eloquence, is bound to be productive of the very happiest results. Nothing can excel the experience of an old ex-official in pointing out to the present management the weak points in the past administration of Branch affairs, many opportunities occurring in which his advice to his fellow members will be of the greatest service, but it is to be hoped that no carping spirit of dogmatic conservatism in attempting to tie the hands of the present officials to the use and wont methods of the past will be indulged in, but that one and all will unite in paying due respect to his neighbours' opinions and suggestions as he hopes to have his own respected.

At the weekly meeting, held in the Typographical Hall, 102, Maxwell-street, Monday, Sept. 28, before opening the meeting the secretary read an apology for absence from our president, Mr. Jas. McQuillan. The minutes of the previous general meeting were now read, and adopted on the motion of Bro. Brown, seconded by Bro. Larsen. Committee minutes were next read, and moved for adoption on the motion of Bro. McInnes, seconded by Bro. Bryson. Comments being made on that part of the minutes appertaining to a grant of £10 for Trades Council business in running candidates for municipal election, after some discussion on this point, Bro. McInnes moved, seconded by Bro. Kenny, that the committee minutes be amended to read thus: "That the secretary be instructed to approach the Executive Council to give the sum of £10 in support of Trades Union candidates at the municipal election, but on no account to interfere with our Branch management fund." After some further discussion this was unanimously approved of. The weekly balance-sheet for the week ending Sept. 19 was submitted, and moved for adoption on the motion of Bro. Duffy, seconded by Bro. Croke; carried unanimously. Correspondence was now read from Mr. McQuillan to the secretary, to get a motion passed to the effect that Mr. McGregor's bail money be drawn by the secretary. Bro. Duffy moved, seconded by Bro. Smith, that the secretary be empowered to do so. Correspondence was next read from Newcastle, also a complaint by one of our members against Mr. Connarty, secretary Bootle, but after hearing a letter read from Mr. Connarty in explanation, it was evident the mem-

ber was in fault. Bro. Fyfe moved, seconded by Bro. Smith, that the member be summoned to appear at the next general meeting, and the meeting to deal with his case. A letter was read from the s.s. *City of London* regarding two of our members who had misconducted themselves on a recent occasion in Birkenhead. Bro. Smith moved, and Bro. Ingram seconded, that the subject drop for good; carried. A letter was read from head office anent the choosing of an Executive councillor. The following members were proposed:—Bro. Duffy, Bro. McGregor, and Bro. R. Smith, South side. Another communication was read from head office anent election of delegates for annual Congress, the names proposed and seconded being as follows:—Bro. McGregor, seaman; Bro. Smith, seaman; Bro. Ingram, seaman; Bro. Bracken, seaman; Bro. Duffy, fireman; Bro. Fyfe, fireman. On the declaration of the poll, the successful candidates were—Bros. Duffy, Fyfe, McGregor, and Smith. The hour now being late, this concluded a good business meeting.

CARDIFF BRANCH.

The usual weekly meeting was held at the Union Home, Custom House-street, Monday, Sept. 26. Mr. Atkins presiding. The minutes of the Branch and committee minutes were read and adopted. Reference was made to the five men who had misused their passage in the s.s. *Epworth*, thereby putting the owners to an expense of £2 10s. for boat hire. After discussion it was decided that the matter be referred to the district committee. Financial account was then read, and the income of the week proving satisfactory, the statement was adopted. Correspondence was then read from secretary, Barry, also from head office, on which discussion took place. Mr. Dewey wished to know if it was the intention of the Branch to pay the delegates who would be elected to attend the annual Congress for the time they would have to wait before their attendance in London. The chairman considered that it should be decided by head office. Bro. Dewey said he should move that they be all paid, which was seconded by Bro. Conroy, and carried. The chairman then gave the names of those elected to attend the annual Congress, which were as follows—Bro. Chubbs, Lind, and Stocker. Nominations were then taken for district committee men, which resulted in the election of Bros. Chubbs and Stocker. Nominations were also taken for a member to stand for the Town Council, when Mr. Gardner was nominated, and it was carried that he be the one to put up for Town Council. Nominations for a member to represent us on the Executive Council were taken, and resulted in the selection of Bro. Chubbs. After other discussion, the meeting closed.

NEWCASTLE-ON-TYNE BRANCH.

A special general meeting was held in the office, Sept. 28, Mr. McNally, the vice-president, in the chair. Mr. T. Dunn, the secretary, read the minutes, which, after a short discussion, were unanimously adopted. The correspondence having been read, was accepted as satisfactory. Mr. Shotton said he was working at Hawthorn, Leslie & Co.'s works, and that the platers' helpers were threatened with a reduction in their wages, which he was inclined to think they would resist. If they came out on strike, what would be done for him and another member of the Branch who was working there, as if the platers' helpers came out they would be compelled to come out along with them. Mr. Dunn spoke, and referred to members who had been situated in the same manner. As soon as he received word he would immediately telegraph to head quarters for advice. Mr. C. S. Neilsen, who has been Branch secretary at Christiania, here entered the room, and was cordially received by the members. In the course of his remarks, he referred to the advertisements which had appeared in foreign newspapers from English shipowning firms for seamen, who could obtain steady employment at £3 10s. per month. A vote of thanks concluded the meeting.

DUBLIN BRANCH.

At the usual weekly meeting at the Union Hall, Bro. J. M. Maxwell presiding, the minutes having been duly commented upon were accepted, and the financial account was passed as satisfactory. Correspondence was also read and passed as satisfactory. The secretary then read two shipwreck claims. Both members being good financial members, it was proposed by Bro. Roche, and seconded by Bro. Murphy, that they be paid the sum allowed, viz., 30s. each. Carried unanimously. The chairman said that it was a good example of the benefits to be derived from the National Union. After some private business on which there was a long discussion, the meeting terminated.

LEITH BRANCH.

A general meeting of this Branch was held on Thursday, Sept. 24, in the Labour Hall, Bro. W. Scott presiding over a fair attendance. The minutes having been adopted, correspondence was read re the London dispute, and other matters. Instructions were given to the delegates to the annual meeting, and there was some discussion over the proposed amendments to rules, which occupied some time, and the meeting adjourned at 9.15. We are having another visit from Mr. Cathery, and a report of his meeting will appear next week.

A special meeting was held on Tuesday, Sept. 29, in the office, in order to have the result of the election for two delegates to the annual general meeting declared. Bro. W. Scott presided, and in opening the meeting asked if any member present desired to vote before the box was opened. It was unanimously agreed that Bro. Curtis, of the Green's Home Branch, be asked to count the votes with the assistant secretary. Shortly afterwards the result was declared, showing that Bros. Robertson and Brand having the largest number of votes were duly elected as the delegates to the annual meeting. During the counting of the votes the proposed amendments to rules were further proceeded with, and the chairman then called on Mr. Cathery, organising secretary, to give a few remarks. Mr. Cathery then gave a very encouraging address, and Bro. Curtis, of Green's Home, having given a few remarks, a hearty vote of thanks was awarded to both speakers and to the chairman, after which the meeting adjourned.

ROTTERDAM BRANCH.

The usual weekly meeting was held last Monday, Bro. Coucke in the chair, with a large attendance of English members. A ballot was taken for the election of the delegate for the annual Congress. It was unanimously carried that Mr. Sproy attend for the Rotterdam Branch. On Sunday a special meeting was held in the Excelsior Hall. Mr. Sproy and Mr. Dale addressed the meeting upon the utility of becoming Trade Unionists. The meeting was the largest and most enthusiastic that has been held in Holland for some time. The reason for this enthusiasm was on account of the Union taking up a case of alleged killing of a person. Four new members joined the above Branch.

SUNDERLAND BRANCH.

This Branch held their usual weekly meeting, Sept. 28, Mr. E. P. Goodfellow in the chair, when the minutes of the previous meeting were confirmed, after which the secretary read several letters, one being a circular from the head office and one from the Shetland Islands. The meeting then proceeded to elect two delegates for the annual general meeting. The result of the election was Mr. J. W. Priest and Mr. J. B. Lee were appointed to represent this Branch, and Mr. J. W. Priest was nominated as a candidate for the Executive Council. The Branch then proceeded to give the delegates instructions on many of the questions which would be brought before the annual meeting. The meeting then proceeded to elect a branch treasurer in the place of Mr. England, who has resigned. Mr. T. Summerbell, secretary of the Trades Council, was elected to that position. The Branch considered that Mr. J. B. England should be retained as permanent treasurer at a fixed salary, and to live in London. The meeting was unanimous on this. The question of labour candidates was again freely discussed before the meeting, when it was pointed out that it was absolutely necessary that the workmen of the town ought to be represented on the Town Council, as the employers had control of the police in the time of disputes, when men were often goaded into doing things that probably they would not do otherwise.

HULL BRANCH.

At the Branch meeting in Unity Hall, the president, Mr. T. Ward, in the chair, after the adoption of the minutes, correspondence was read from head office and several Branches, also from the chief engineer of the steam trawler *Heron*, complaining of one of our members, Wm. Scurrah. It was resolved to summon Scurrah to the next meeting. The weekly balance-sheet was next read and accepted, on the motion of Mr. Hussey, seconded by Mr. Hodgson. It was carried unanimously that the best thanks of this Branch be given to Messrs. Bailey & Leatham, also to Captain Martin, their superintendent, for their kindness in paying the crew of the s.s. *Oxford* (which was wrecked on the Swedish coast) their wages up to the time of their arrival home. This Branch being allowed three delegates for the annual congress, Messrs. Ward, Steele, Bird, Chafer, and Hussey were nominated.

Mr. S. Beggs and Mr. A. Bird were nominated to serve as district Executive Councillor for the coming year. It was resolved, on the motion of Mr. Beggs, seconded by Mr. Jahuke, that a special meeting be called on Friday, the 25th, for the election of delegates to the annual conference, also to take into consideration the suggested alterations of rules.

At the Tuesday meeting, Mr. T. Ward in the chair, after minutes had been read, Mr. Hodgson asked whether Wm. Scurrah had been summoned to the meeting. The secretary having answered in the affirmative, and also that Scurrah had signed on the Monday for Bombay, Mr. Gregory moved, Mr. Brand seconded, that the delegates wait on Scurrah on board his ship in the morning, and inform him that he must attend the first meeting on his arrival home, failing to do so he be severely dealt with. After the confirmation of the minutes the committee minutes were read and adopted. Mr. Jahuke was nominated as delegate to the annual congress. It was moved by Mr. Owen Carr, seconded by Mr. Peterson, that the nominations to the annual congress now close. As an amendment, it was moved by Mr. Tindall, seconded by Mr. Brand, that the nominations remain open until the election night. The amendment was carried. At the Friday night's meeting, held in Unity Hall, the president, Mr. T. Ward, in the chair, the minutes of the previous meeting were adopted, with the exception of the minutes relating to the nominations. There being no further names for the congress, it was decided to close the nomination and proceed with the election. Messrs. Gregory, Tindall, and Hodgson were told off to act as scrutators, the voting to be by ballot. The result was:—T. Ward 40, R. Steele 32, A. Bird 26, J. Hussey 20, E. Jahuke 10, and W. Chaffer 6. Messrs. Ward, Steele, and Bird were declared duly elected. The rest of the evening was taken up with the suggested alteration of rules.

GRAYS BRANCH.

There was a good attendance of members at the meeting of this Branch Sept. 22, the Branch president in the chair. The minutes of previous meeting were passed, and the financial statement for the previous week gave great satisfaction, the income being larger than any week since the late dispute. Two members transferred from other Branches were admitted. Correspondence was read from head office and Messrs. Lutill and Burrows. After this had been discussed the forthcoming annual meeting was the subject of a long discussion, most of the members taking part. The president was instructed to attend the meeting of the Cottage Hospital Demonstration Committee in Grays on the following night, with a view of this Branch taking part in the procession, and other matters brought an interesting meeting to a close.

DUNDEE BRANCH.

At the usual weekly meeting of this Branch, held Sept. 28, in the Mariners' Hall, Mr. James Jenkins (president) in the chair, the minutes and income and expenditure of the previous week having been approved of, correspondence was read from Glasgow, Burntisland, and head office. Nominations for delegates to the Congress were next proceeded with, when A. McDonald proposed James Jenkins, seconded by George Hendry. J. Smith then proposed David Ritchie, seconded by A. Fortune. This being all the nominations for the office of delegate to the annual meeting, owing to John Smith having been nominated at the previous meeting, a vote had to be taken, with the result that John Smith received 14 votes, James Jenkins 10, and D. Ritchie 6. Messrs. Smith and Jenkins were therefore elected as delegates to represent the Branch at the annual Congress. As there were no further nominations for Executive Councillor, A. McDonald was therefore duly declared a candidate for the office. The suggested alterations of the rules were next considered. All the suggested alterations of the rules having been thoroughly discussed by the members, and duly marked, so as to guide the delegates in regard to the voting, the meeting afterwards terminated at 10 p.m.

PETERHEAD BRANCH.

THE visiting steamboats have almost all been here for the season, and our members are leaving every day, the lapsed members only getting 28s. and 30s., but all our members who are paid up are getting 32s. 8d. No wonder that this small Branch has within a few weeks taken in arrears almost 9s. per man for 36 members. This will show that the men here are not to be led by an agent who pays the A.B.'s passage to a shipping port and promises them Union wages, and, poor fellows, when they get to the end of their journey, they

have to take Federation wages, or beg, borrow, or steal for their breakfast. This has been done once too often here. This Branch sends through SEAFARING its best thanks to the secretary at Bo'ness for the step he took to keep two of our members from blacklegging at his port. Our timely warning was sent, as we smelt a rat. So much for the passage money paid by Federation owners.

CHRISTIANIA BRANCH.

A meeting of this Branch was held on Sept. 22, when Mr. O. Olsen was spoken of as best qualified for the secretaryship of the Branch. It was accordingly decided that Mr. O. Olsen should occupy that position when Mr. Nielsen returned to England. Mr. Nielsen reported that this would be the last night he would be able to attend, as he had been instructed to return to England as soon as a competent man had been found to carry on the business of the Branch, which he certainly thought they had found in Mr. Olsen. Mr. Nielsen was then awarded a vote of thanks, some of the members hoping that he would not forget the misery the sailors and firemen of Norway had to put up with, as they were sure that the recollection of it would spur him on to do something to relieve those toiling slaves on the deep. Mr. Nielsen thanked them on behalf of the Union in England, but added that the best thanks they could tender the Union in England for their assistance was to get the sailors and firemen of Christiania to rally round their standard in that port, so that when necessary they might be enabled to fight the universal tyrant capital. The address of Christiania Branch is Mr. Olaf Olsen, secretary, office, 2, Raadhugade, Skippergade, Christiania, Norway.

WEST HARTLEPOOL BRANCH.

The usual weekly meeting was held on the Sept. 25, Bro. Payne presiding. There was an increased attendance, which has at all times a healthy appearance. The secretary reported that this Branch, in common with all other Branches, was greatly improving, both numerically and financially. Four new members were added to the roll, and the weekly return showed an increased income of £7 over the preceding week. After the election of two delegates to the annual general meeting, Bro. Mills, who represented this Branch at the Trades Congress, gave an admirable address on the business transacted there. Bro. Sherwood moved a hearty vote of thanks to Bro. Mills for the capital speech he had given them, which was seconded by Bro. Smith, and carried unanimously.

WHITSTABLE BRANCH.

Things are exceedingly quiet here at present, but, owing to the continuance of splendid weather, we hope to have all our men home again from the hop-fields, when, as a consequence, everything will brighten up again. The first of a series of lectures will be given on Oct. 15, by W. S. de Mattos, B.A. (Fabian), trustee of the G.R.W.U., and vice-president London Conciliation Board. The chair will be occupied by Mr. James O'Connor, general secretary National Association Coal Porters' Union, supported by many other well-known Unionists, and local ladies and gentlemen. It is expected to be a big success, the largest hall in the town being retained for this and subsequent occasions. Mrs. Bland will follow in November, with Mr. Hy. Brill presiding, and Mr. J. H. Wilson has promised for December. Great support is also promised by other able men, and offers for magic lantern entertainments to instruct and amuse our workers during the long winter months.

A meeting was convened by coalworkers and seamen, Sept. 28, to appoint a committee to arrange and carry out plans for a supper for our workers soon. Mr. Gammon was appointed president, Mr. F. Shave treasurer, Mr. Page hon. sec. Twelve of a committee were also appointed, and it was decided that Friday, Oct. 23, should be the night. Books have been issued to the committee to get names and tickets at 1s. for fully paid members of the Union, and 1s. 6d. for non-Union men will be issued soon.

FRASERBURGH BRANCH.

The first of our members have left, and signed at 32s. 8d. in weekly boats. This is something new for Frasersburgh men. The long-felt want of a Union is a thing of the past. It must be a great relief to know that one's relations are in good Union ships, and at a wage which will keep the wolf from the door. The seamen who are slaving the best of their lives in coasting vessels at a low figure are on the move by joining in a body. So they ought. The Union wages are within their grasp, if it were not that some are homesick, and would rather go along on bread and water to be at home, and see the owners living like lords. The

present opportunity should not be lost, as soon the fees will be at a figure far above to-day's rate for enrolling. It is to be hoped that our townsmen will make a strong pull, and make this Branch equal in numbers to our nearest port, viz., Peterhead. I see no reason why, with Rosehearty and other villages, it should not.

SOUTH SHIELDS BRANCH.

At the usual general weekly meeting, held in the Hall, Mill Dam, the president in the chair, the minutes were confirmed; also the weekly balance-sheet and the bills for the week submitted and passed, there being 13 new members for the week, and the income £38 13s. 6d., which shows that the game the Federation is playing is making all the blackleg men become white Union men. Not one of the old members that have fallen into arrears are asking to re-join, but asking leave to pay up their arrears. Things are looking well, and we are getting on fast. We have had the outside of our hall painted, and our office at Tyne Dock, so as to make the in and outside alike. One of our members, William McLean, 125 C, presented to the Branch a nice little picture of a lifeboat in a storm, and one of a lifeboat crew on board of a stranded ship in the act of cutting the rope from around the form of a young woman lashed to the mainmast, which will help to decorate the hall. Mr. Thomas Clements, president of the Branch, 125 E, has presented a coat of arms which was used on the great labour day on Sept. 12, 1891. These gifts were received with thanks, and the hall was opened to members' wives and friends, and the seats filled up. The fiddler was in his place, and it would have done the heart of the worst Federation man good to see the smiling faces of the widows and orphans and the wives and children. In fact it would make him sell out his shares in the Federation Club and put the 3s. per annum to the Lifeboat fund. Mrs. Smith, one of our Union wives, opened the social with the first song. One of our member's sons recited the "Sailor's Grave" in good style. Songs and recitations followed each other till the floor was cleared for a dance. After this we had some lemonade, and the company enjoyed themselves to their hearts' content. Next Monday night will be the same, and after that a night will be set apart every Wednesday at 7.30 during the winter months for their entertainment.

GRIMSBY BRANCH.

At the meeting, Monday, Sept. 23, the president being absent at sea, Bro. Bolton was voted to the chair, and Bro. Brown to the vice-chair. Minutes, with income and expenditure, were confirmed, and correspondence was then read and approved of, also the quarterly balance-sheet. The meeting then proceeded with the delegate to Congress business, the result of the voting being, Harvey, 10; Ide, 3. The chairman announced that Bro. Harvey was duly elected as delegate to Congress. Nominations of an Executive councillor for this district were then taken, and it was moved by Bro. Brown, and seconded by Bro. Seal, that Bro. J. Clayton be elected. Moved by Bro. Ide, seconded by Bro. Brown, that G. Brock be nominated. By request of Bro. Ide, the minutes of Friday, Aug. 21, were then read, and comment passed upon the incorrect way in which they were recorded. The chairman then suggested that a sub-committee be formed. It was moved by Bro. Brown, seconded by Bro. Saville, that a sub-committee be formed, to meet once a month, nominations to be taken next meeting, and that the secretary call them together whenever he thinks it advisable. It was resolved that the bank book be forwarded to head office. Bro. Bolton moved, and Bro. Brown seconded, that a vote of thanks be recorded to our new secretary for the able way in which he explained the various matters before the meeting; carried unanimously.

At the Bow-street Police Court, London, John Holland, a fireman, charged with the wilful murder of Olaf Jansen, another fireman, in the stokehole of the British steamer *Racilla*, on the high seas, has been remanded.

The White Star steamer *Teutonic*, from New York, arrived at Queenstown Sept. 29, having made the fastest passage from America on record, the exact time being 5 days 21 hours and 25 minutes. The *Teutonic* now holds the record for the fastest outward and homeward passages, her record to New York being 5 days 16 hours 31 minutes, made last month. Her daily runnings on the present voyage were as follows:—Left New York at 11.40 a.m. on Sept. 23, and steamed by noon on the 24th 475 knots, next day 456, on the 26th 462, on the 27th 466, on the 28th 466, and to Queenstown on 29th 504 knots. Total distance 2,791 knots, speed 19.74 knots per hour.

HOMeward BOUND.

The following have been reported homeward bound since our last report:—

Aurelia passed Anjer Aug 15, for Liverpool
Amethyst s left Newport News Sept 24, for L'pool
Ambriz s left Grand Canary Sept 25, for Liverpool
Akassa s left Sierra Leone Sept 28, for Liverpool
Assaye s left Malta Sept 27, for London
Austral s left Colombo Sept 23, for London
Arabia s left Colombo Sept 22, for London
Alexander Lawrence left Portland, O, Sept 26, for Queenstown

Adelphia left Buenos Ayres Aug 12, for Falmouth
Assyrian s left New York Sept 25, for Clyde
Asia s left Quebec Sept 26, for Greenock
Aladdin left St Helena Sept 2, for Channel
Aberfeldy s left Baltimore Sept 20, for U K
Anna left New York Sept 24, for U K
Alleghany s left New York Sept 24, for U K
Acaba s left Baltimore Sept 25, for U K
Adventurer left Talcahuano prior to Sept 25, for U K
Alexandria s left New York Sept 27, for U K
Arklow clrd at St John, NB, Sept 5, for Barrow
Ashlow clrd at St John, NB, Sept 10, for Cork
Alma left Quebec Sept 11, for Newcastle
Atrato s left Barbadoes Sept 26, for Southampton
Arctic left Quebec Aug 29, for Sunderland
British Crown s left Boston Sept 20, for London
Belgravia s passed Suez Sept 27, for London
Beethoven clrd at New York Sept 10, for London
Benedict s left Bushire Sept 21, for London
Brinkburn Priory, Jones, left Trinidad Sept 1, for London

Britannia s left King George's Sound Sept 19, for London

Bernicia s left New York Sept 20, for U K
Benvenue s left New York Sept 25, for U K
Bonnington s left Galles Sept 14, for U K
Brodrene left Savannah Sept 11, for Bristol
Bodryddan clrd at San Francisco Sept 11, for Cork

Berkeley Castle left Quebec Sept 25, for Plymouth
Broughton left Puerto Cabello Aug 22, for Swansea
Craigallion clrd at Quebec Sept 1, for Liverpool
City of Dundee s left Perim Sept 28, for Liverpool
City of Chicago s left New York Sept 23, for L'pool
Columbian s left Boston Sept 23, for Liverpool
Carthaginian s left Baltimore Sept 22, for Liverpool
Canada s left New York Sept 24, for Liverpool
Christian Wilhelm clrd at Richibucto Sept 12, for Liverpool

Cardiganshire s left Gibraltar Sept 24, for London
Clan Cameron s left Marseilles Sept 28, for London
Coptic s left Lyttelton Aug 22, for London
Clan Alpine s left Malta Sept 24, for London
Clan Forbes s left Port Said Sept 25, for London
Clan Macpherson s left Malta Sept 28, for London
Canton s left Marseilles Sept 28, for London
Congella s at Port Natal Sept 21, for London
City of Perth s left Suez Sept 23, for London
Clan Macgregor s left Colombo Sept 22, for London
Chusan s left Aden Sept 25, for London
City of Bombay s left Colombo Sept 22, for London
Clan Mackinnon s left Colombo Sept 22, for London
City of Venice s left Calcutta Sept 26, for London
Cape Corrientes left Perim Sept 25, for London
Clan Macintyre s left Madras Sept 27, for London
Clan Mackenzie left San Francisco Sept 28, for London

Celtic Chief left San Francisco Aug 29, for Q'town
Circassia s left New York Sept 27, for Clyde
Capulet s left New York Sept 19, for U K
County Antrim left Talcahuano Sept —, for U K
Cupica left Talcahuano Sept 17, for U K
Christine s left Philadelphia Sept 28, for U K
Childwall left Iquique prior to Sept 24, for U K
Citta de Roma s left New Orleans Sept 24, for U K
City of Glasgow left Tchio prior to Sept 21, for Bowling

Colchester left Barbadoes Sept 9, for Newport
City of Florence left San Francisco Sept 3, for Plymouth

Ceylon clrd at Pensacola Sept 3, for Sunderland
City of Canton left Caldera Sept 24, for Swansea
Dabulamanzi s left Madeira Sept 24, for London
Donera s left Port Said Sept 25, for London
Dorunda s left Cooktown Sept 24, for London
Dunbar Castle s left Cape Town Sept 23, for L'nd
Denbighshire s left Hong Kong Sept 12, for London
Dione left San Francisco Sept 25, for Queenstown
Ealing s left Newport News Sept 20, for Liverpool
Electrician s left New Orleans Sept 24, for L'pool
Edderside left Chatham, NB, Sept 29, for Liverpool
Egyptian Monarch s left New York Sept 27, for London

Ethiopia s left Calcutta Sept 23, for Aberdeen
Edinburghshire left Tchio Sept 15, for Clyde
Beta s left Norfolk Sept 15, for U K
Enrique s left Newport News Sept 22, for U K
Edith left Quebec Sept 8, for Barrow

Ebro s left Aden Sept 25, for Hull
Exeter City s left New York Sept 21, for Swansea
Flaxman s at Norfolk Sept 14, for Liverpool
Falls of Inversnaid s left Calcutta Sept 25, for Liverpool

Fulwell left San Francisco Sept 24, for Q'town
Forfarshire left W C S America Sept 22, for Channel
Falls of Halladale left San Francisco Sept 16, for U K

Firth of Tay left Iouique Sept 23, for U K
Fortuna left New York Sept 5, for Exmouth
Frank Carvill left Quebec Sept 12, for Granton
Gulf of Trinidad s left Coronel Sept 17, for L'pool
Gulf of Akaba s left Monte Video Sept. 20, for Liverpool

Gaboon s left Accra Sept 23, for Liverpool
Galicia s left Monte Video Sept 26, for Liverpool
Gene-gles s left Suez Sept 24, for London
Glenogie s left Colombo Sept 23, for London
Glenogil s left Suez Sept 21, for London

Gulf of Corcovado s left Perim Sept 28, for London
Glenfalloch s left Hong Kong Sept 21, for London
Godalming s to leave Belize Sept 22, for London
Goorkha s left Colombo Sept 23, for London
Glenartney s left Shanghai Sept 20, for London

Glaucus s left Singapore Sept 14, for London
Gerona s left Montreal Sept 24, for Dundee
Hippomenes s left River Plate Sept 26, for L'pool
Huntingdon s left Suez Sept 23, for London
Holkar left Calcutta Sept 29, for London

Helene clrd at Quebec Sept 15, for Greenock
Hallamshire s left Norfolk Sept 32, for U K
Hesperia s left Baltimore Sept 27, for U K
Havre clrd at Newcastle, NB, Sept 11, for Dublin
Humor clrd at Philadelphia Sept 16, for Exeter

Hindoo s left New York Sept 20, for Hull
Isleworth s left Galveston Sept 19, for Liverpool
Ionic s left Lyttelton Sept 19, for London

India s left Brisbane Sept 26, for London
Italy s left New York Sept 26, for London
India left Iquique Sept 15, for Channel
Ilma left Savannah Sept 18, for U K
Ida B. Cebalo clrd at Newcastle, NB, Sept 9, for Bristol

Ivy clrd at San Francisco Sept 15, for Cork
Juno clrd at Quebec Sept 7, for Liverpool
Jumna s left Naples Sept 23, for London
Jelunga s left Batavia Sept 23, for London
Joseph S Spinney clrd at San Francisco Sept 7, for Queenstown

John left Monte Video July 31, for Falmouth
Juana clrd at Belize Aug 22, for Goole
Kirby Hall s left Suez Sept 26, for Liverpool
Kintuck s left Perim Sept 25, for London
Keemun s left Hong Kong Sept 25, for London

Knutsford s left New York Sept 23, for Dunkirk
Loanda s left Lagos Sept 20, for Liverpool
Lualaba s left Grand Canary Sept 23, for Liverpool
Lake Superior s left Quebec Sept 23, for Liverpool
Lancashire s left Suez Sept 22, for London
Lord Londonderry s left Calcutta Sept 25, for London

Lanark s left Suez Sept 29, for Dundee
Lord Kinnard left Pisagua Sept 25, for Channel
Ludgate s left New Orleans Sept 23, for U K
Lowlands s left New Orleans Sept 24, for U K
Llanberis s left New York Sept 27, for U K
Lord Lansdowne s left Baltimore Sept 16, for Belfast

Loch Maree s left Aden Sept 25, for Hull
Lady Armstrong s left Kurrachee Sept 23, for Hull
Leibnitz s left Madeira Sept 28, for Southampton
La Plata s left Pernambuco Sept 22, for Southampton

Lady Blessington clrd at Pensacola Sept 12, for Sunderland

Merchant s left Pernambuco Sept 22, for Liverpool
Mabel Jordan left Brunswick Sept 19, for Liverpool
Murrumbidgee s left Adelaide Sept 7, for London
Moyune s left Singapore Sept 26, for London
Madura s left Suez Sept 28, for London

Monte Videan s left Quebec Sept 26, for London
Manitoba s left Philadelphia Sept 27, for Clyde
Minnesota s left Baltimore Sept 25, for U K
Miranda s left Port Royal Sept 12, for U K
Mendelssohn s left Baltimore Sept 26, for U K

Martin Luther clrd at Quebec Sept 15, for Cardiff
Maud left Quebec Sept 7, for Plymouth
Mayabele s left Port Nolloth Sept 19, for Swansea
Noel left New York Sept 22, for U K
Nova Scotia left New York Sept 21, for U K

Nutfield s left New York Sept 25, for U K
Nor left Brunswick Sept 7, for Glasgow Dock
Ohio s left Philadelphia Sept 23, for Liverpool
Orbo s left Newport News Sept 18, for Liverpool
Orotava s passed Gibraltar Sept 27, for London

Orion s passed Malta Sept 23, for London
Ottawa s left Halifax Sept 21, for London
Opack s left Poochoo Sept 27, for London
Oruba s left Albany Sept 26, for London
Oaklands s left Newport News Sept 25, for U K

Olinda s left New York Sept 21, for U K
Oevenum s left New York Sept 21, for U K
Ontario s left Montreal Sept 19, for Avonmouth

Potosi left Rio Janeiro Sept 21, for Liverpool
Phidias s left New York Sept 27, for Liverpool
Pegu s left Suez Sept 25, for Liverpool
Patroclus s left Suez Sept. 20, for London
Parramatta s left Aden Sept 25, for London

Pallas s left Colombo Sept 23, for London
Phi-on passed Anjer Aug 14, for London
Port Jackson s left Adelaide Sept 19, for London
Persia s left Suez Sept 23, for London
Prometheus left Singapore Sept 16, for London

Polly Stott left Buenos Ayres Aug 28, for Falmouth
Pickhuben s left Montreal Sept 23, for Aberdeen
Peruvian s left Montreal Sept 23, for Glasgow
Panama s left New York Sept 23, for U K
Pontypridd s left New Orleans Sept 21, for U K

Pretoria s left Cape Town Sept 27, for Southampton
Rufford Hall s left Marseilles Sept 27, for Liverpool
Roquelle s left Grand Canary Sept 28, for Liverpool
Rydal Hall s left Perim Sept 26, for Liverpool
Roman s left Boston Sept 12, for Liverpool

Runic s left New York Sept 22, for Liverpool
Rimutaki s left Rio Janeiro Sept. 28, for London
Richmond Hill s left New York Sept 20, for London
Rolin Castle s left Cape Town Sept 23, for London
Rialto s left Boston Sept 27, for U K

Ripon City s left Philadelphia Sept. 24, for Cork
Royal Visitor left Quebec Sept 26, for Fleetwood
Servia s left New York Sept 26, for Liverpool
Samaria s left Boston Sept 26, for Liverpool
Stockholm City s left Boston Sept 21, for London

Sovereign left Savannah Sept 16, for London
Sarah and Emma left San Francisco Sept 10, for Queens own
Sussex left Iquique Sept 9, for Channel

St. Monan left Iquique Aug 25, for U K
Sumbawa left Taltal Aug 21, for U K
Strathcathio left San Diego Sept 17, for U K
Stillwater left New York Sept 25, for U K
Sophie s left New York Sept 27, for U K

Sea Breeze clrd at Bay Verte Sept 8, for Avonmouth
Serapis s left Port Royal Sept 25, for Belfast
St Olaf clrd at Quebec Sept 15, for Devonport
St James left San Francisco Aug 27, for Fleetwood
Southern Belle clrd at St Michael's Aug 30, for Queens'orough

Satellite clrd at St John, NB, Sept 11, for Wexford
Tiverton s left Suez Sept 25, for Liverpool
Toronto s passed Father Point Sept 25, for L'pool
The Queen s left New York Sept 18, for Liverpool
Teneriffe s left Lagos Sept 26, for Liverpool

Torrens left St Helena Sept —, for London
Teucer s left Perim Sept 24, for London
Tuteland clrd at Belize Aug 21, for London
Trafast left Savannah Sept 9, for London
Telemachus s left Singapore Sept 20, for London

Thames s left Colombo Sept 28, for London
Titan s left Penag Sept 23, for London
Teresa left Charleston Sept 21, for U K
Theodore Fischer left New York Sept 25, for U K
Tresillian s left New York Sept 26, for U K

Texas s passed Father Point Sept 26, for Avonmouth
Unionist s left Suez Sept 22, for Liverpool
Uplands s left Baltimore Sept 26, for U K

Vesta s left New Orleans Sept 20, for Liverpool
Vancouver s left Quebec Sept 27, for Liverpool
Venus s left Norfolk Sept 27, for Liverpool
Venus left Galveston Sept 19, for U K
Valborg left Quebec Sept 12, for Dublin

Victoria left Shediac, NB, Sept 12, for Fleetwood
Virginia L Stafford left Montreal Sept 14, for Fleetwood
Wyoming s left New York Sept 26, for Liverpool

Walden Abbey passed Ascension Sept —, for London
Wileysike s left Suez Sept 19, for London
Wexford s left River Plate Sept 6, for London
Warwick s left Montreal Sept 24, for Glasgow
Willemina Cornelia at Simon's Bay Sept 8, for Chann'l

Wieland left Savannah Sept 22, for U K
Wooler s left New York Sept 24, for U K
Zarate s left Monte Video Sept 20, for Liverpool

THE Naval Exhibition has been visited by over two million persons and the daily average of visitors is between 15,000 and 16,000.

At Dunkirk, Sept. 2, a dispute among the crew of the British brig *Benares*, which was about to sail for Iquique. The men refused to perform their duties, alleging that their kits had been left on shore. The captain would not allow them to go ashore, fearing that they might not return. A number of dock police had to be called in to prevent the sailors landing, and this step created much excitement among the crew.

At Belfast Police Court on Saturday, three boys belonging to the *Grampian* training ship industrial school, stationed in Belfast Lough, were sentenced to three months' imprisonment each, and subsequent detention in a reformatory for five years. Evidence showed that the captain of the *Grampian* had, for some reason or other, become objectionable to the prisoners, who declared their intention to "smoke the beggar out" at all hazards.

THE ship *Superior*, of Liverpool, signalled a passing vessel on Sept. 30 that her captain was dead.

THE following fast passages made by the barque *Kaisow*:—1, Carliz to Fleetwood, 81 days; 2, Coquimbo to Old Head of Kinsale, 63 days, and to anchor in the Mersey, 65 days; 3, Garston to Valparaiso, 77 days; 4, Coquimbo to the Mersey, 74 days.

CAPTAIN M'KINNON, of the Glasgow ship *River Falloch*, Queenstown from San Francisco, reports a narrow escape. On June 10 last a north-east gale was encountered, during which John Tuckson, an ordinary seaman, fell from the upper maintopgallantyard to the deck, a height of 120 feet. On examination he was found quite unconscious. He had a scalp wound eight inches in length, but no bones were broken. After careful treatment he recovered, and resumed work on the expiration of 30 days. Subsequently Thomas Wall, an able seaman, accidentally fell overboard during a gale, and was drowned.

A WISE shipowner of Liverpool, says the San Francisco *Commercial News*, is quoted as saying that the whaleback *Charles W. Whitmore* was of a type fitted for the Manchester Canal trade. Undoubtedly she is, but the implied statement that she is fitted for no stormier waters shows the gentleman was not familiar with the dangers of the Lakes. The Great Lakes, unlike English meres, cut up rusty at times, and often develop storms as severe as on the ocean. The whaleback has been tried there, and will prove equal to all emergencies on the Atlantic or Pacific, if experts can be relied upon.

SAILORS' AND FIREMEN'S UNION NOTICES.

MEMBERS ENROLLED.

WEEK ENDING SEPTEMBER 26, 1891.

BARROW.—T. Barr, A.B.; J. Bewley, O.S.; T. Schofield, trimmer.

BURNISLAND.—J. Ednie, mess-room steward; W. Birrell, fireman W. Morgan, mess room steward.

BELFAST.—W. Heddles, A.B.; J. Agnew, A.B.; J. P. Megarry, fireman; J. B. English, trimmer; T. Brennan, fireman; W. Tilley, A.B.

BIRKENHEAD.—T. Peirce, trimmer; E. Sims, fireman; W. Sheffield, A.B.; F. Paterson, A.B.; R. H. Vaughan, A.B.; W. Horrox, A.B.; J. Smith, fireman; F. Cadogan, A.B.

CORK.—C. McCrae, donkeyman; A. Vagliano, fireman; W. Crosswell, O.S.; J. Spied, E.S.; C. Hanson, A.B.; O. Hanson, A.B.; A. Roberts, fireman.

DUNDEE.—R. Fisher, fireman; F. Gennaro, A.B.; D. G. Walker, A.B.; J. Young, A.B.; D. Stewart, O.S.; G. Chapman, trimmer; C. Balson, A.B.; R. Breamecke, A.B.; F. Beckel, A.B.; J. Jacobson, A.B.; C. Olsen, A.B.; D. Taggart, A.B.; J. Richardson, A.B.; J. Oglivee, trimmer; W. Perrie, cook; J. Beckett, A.B.; J. Risbey, A.B.; W. Rourke, A.B.; J. Clark, O.S.; A. Anderson, A.B.; W. Legg, fireman.

FLEETWOOD.—W. P. Connor, fireman; J. Dann, A.B.; R. Blough, A.B.; T. Fox, A.B.

GLASGOW.—Joseph McCartney, trimmer; Pat. Boyle, trimmer; John Watt, trimmer; George Stephens, fireman; John Laughlan, winchman; John Dollen, trimmer; James McNeil, trimmer; Charles L. Munzo, A.B.; Charles McKwan, trimmer; Francis Watson, trimmer; John Gardiner, trimmer; Alex. McPherson, A.B.; John Nellis, trimmer; H. Healy, trimmer; John Thompson, A.B.; P. Williams, fireman; D. McLaughlan, fireman; J. Smith, trimmer; R. McGinley, trimmer; J. McQueenie, trimmer; A. Eagles, A.B.; J. Hamilton, trimmer; J. Wyllies, A.B.; G. Lightbody, fireman; J. Kerr, A.B. R. Cooke, trimmer; F. Calaby, trimmer.

GREEN'S HOME.—Neil McHugh, trimmer; J. Bowden, fireman; A. Wood, A.B.; J. McCarthy, fireman; E. Davis, A.B.

GRAVESEND.—E. Drane, O.S.

GREENOCK.—J. Strange, fireman; J. Dick, fireman; J. McDonald, trimmer; H. McMahon, A.B.; A. Mitchell, trimmer.

GRANGEMOUTH.—A. Mathewson, A.B.; A. Wallace, A.B.; S. V. Grace, A.B. C. Neilson, A.B.

GREAT YARMOUTH.—W. Wright A.B.

GRAYS.—R. Charty, fireman; T. McCarthy, fireman; W. Smith, fireman; P. McCarthy, fireman; J. Gallagher, fireman; J. Mortimer, fireman; W. Mick, trimmer; J. Rendall, trimmer; A. Rae, trimmer; J. Beverley, O.S.; W. Carroll, fireman.

LEITH.—R. Leslie, steward.

LIVERPOOL.—T. Cody, fireman; G. Becker, fireman; A. Kehoe, fireman; M. Murphy, A.B.; P. Doherty, fireman; D. Glen; G. Hill, A.B.; J. Cartledge, fireman.

MIDDLESBROUGH.—J. Sowerby, trimmer; W. Watson, fireman; W. Egerton, trimmer; P. McFarland, trimmer; J. Edwards, fireman; D. Johnson, A.B.; G. A. Fell, trimmer.

NORTH SHIELDS.—Henry Marshall, cook; A. Fecksan, A.B.; J. Sjolom, A.B.; W. G. Millard, A.B.; P. Peterson, A.B.

PETERHEAD.—R. D. Castle, O.S.; R. Warrender, A.B.; T. Adams, A.B.

SOUTHAMPTON.—W. Trotman, trimmer; C. King, A.B.; E. W. Clark, fireman.

SOUTH SHIELDS.—W. Taylor, trimmer; G. Napier, A.B.; E. T. Meadows, A.B.; H. Mallanson, A.B.; C. Scharry, A.B.; W. Rushbury, O.S.; T. Ireland, fireman; R. Buclan, O.S.; M. Olsen, A.B.; T. Johnson, A.B.; A. Adlington, fireman; W. Louch, A.B.

STOCKTON BRANCH.

Crews coming to Stockton please note that the office has been removed to 10, Thistle Green, where the secretary can be found at any time. Meeting nights, Monday and Friday, at 7.30 p.m.

DEPTFORD AND ROTHERHITHE BRANCH.

The Secretary will be at the office at 2, Chichester-villas, Lower-road, Deptford, every evening till 8 p.m. to enrol members and receive contributions.

PORTSMOUTH BRANCH.

The seamen of Portsmouth are hereby notified that the undersigned is appointed secretary for Portsmouth, and will meet the members and those wishing to be enrolled at the "Sheer Hulk," The Hard, Portsea, every evening between 8 and 10. Branch meeting nights, every Monday evening, 8 p.m., at the same place.—All communications addressed to 33, Amelia-street, Landport.—JOHN FARQUHARSON, Secretary.

NOTICE. SEAFARING PARCELS.

As several complaints have been made that the persons to whom parcels of SEAFARING are sent do not receive them in time, and as there is reason to suspect that some persons are bribed by the seamen's enemies to cause this delay, a formal complaint and request for an explanation should be immediately addressed to the Secretary of the Railway Company carrying the parcel whenever such delay may occur.

ARCHIBALD COWIE,
Editor, Proprietor, and Publisher of SEAFARING.

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Bo'NESS.—Mrs. Baxter, Sailors' Home, East Pier-head.

CARDIFF.—N. A. S. & F. Union Home and Stores Hope-street, Custom House-street, and Bute-street, John Gardner, manager.

HULL.—N. A. S. & F. Union Home, 5, Prince-street, Dagger-lane.

LONDON.—N. A. S. & F. Boarding House, Mrs. Hicks, 13, Jeremiah-street, East India-road.

SWANSEA.—E. Dann, 3, Strand.

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